The Hong Kong Daily Press.

No. 9213 號三十百二千九第 日五十二月五年三十緒光 HONGKONG, FRIDAY, JULY 15TH, 1887. 五拜禮 號五十月七英港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

July 13, NAMKIANG, British steamer, 999, John McKechnie, Penang and Singapore 6th July, General.—CHINESE.

July 14, CARISBROOKE, British steamer, 973, R. Cass, Bangkok 4th July, Rice and General.—MORRIS & RAY.

July 14, AMOY, British steamer, 825, R. Kohler, Shanghai 10th July, General.—SIEMSSEN & Co.

July 14, ANTENOR, British steamer, 1,645, J. Grier, London 28th May, and Singapore 8th July, General.—BUTTERFIELD & SWIRE.

July 14, ACTIV, Danish steamer, 355, Revsbeck, Haiphong 10th July, and Hoihow 13th July, General.—ARNHOLD, KARBERG & Co.

July 14th, FIDELIO, German steamer, 852, H. Brock, Swatow 13th July, General.—WIELER & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

14TH JULY.

Batavia, British steamer, for Amoy.
Orion, Austro-Hung. steamer, for Singapore.
Namkiang, British steamer, for Swatow.
Peking, British steamer, for Shanghai.
Cyclops, British steamer, for Singapore.
Nanshan, British steamer, for Swatow.
Deuteros, German steamer, for Swatow.
Clara, German steamer, for Chefoo.

DEPARTURES.

July 14, ANTON, German str., for Hoihow.
July 14, ASHINGTON, British str., for Saigon.
July 14, RAPID, Siamese bark, for Canton.
July 14, GENERAL WERDER, German str., for Yokohama.
July 14, TOBIQUE, British ship, for Hamburg.
July 14, SOUTHERN CHIEF, American ship for Victoria.
July 14, AMOY, British steamer, for Whampoa.
July 14, FUSHUN, Chinese str., for Whampoa.
July 14, MALWA, British steamer, for Europe.
July 14, CYCLOPS, British steamer, for London.
July 14, DEUTEROS, German str., for Swatow.
July 14, NESTOR, British steamer, for Amoy.
July 14, PEKING, British str., for Shanghai.
July 14, ZAFIRO, British steamer, for Amoy.
July 14, OXFORDSHIRE, British str., for Kobe.
July 14, ORION, Austro-Hung. str. for Tientsin.

PASSENGERS.

ARRIVED.

Per *Namkiang*, str., from Penang and Singapore.—430 Chinese.

Per *Carisbrooke*, str., from Bangkok.—42 Chinese.

Per *Amoy*, str., from Shanghai.—Mr. Webbs, and 10 Chinese.

Per *Antenor*, str., from London, &c.—Messrs. Wiks and McDonald, and 160 Chinese from Singapore.

Per *Activ*, str., from Haiphong, &c.—Messrs. A. Schomburg and Oscar vander Noodt, and 80 Chinese.

DEPARTED.

Per *Malwa*, str., from Hongkong.—For Singapore, &c.—Mr. J. Silverlock. From Shanghai.—For London.—Mr. T. P. Bullivant, and a Chinese amah. From Yokohama.—For Singapore.—Mr. Sozafoon. For Marseilles.—Mr. J. Flagg. For London.—Mr. and Mrs J. H. T. Turner, infant and amah.

Per *General Werder*, str., for Hiogo.—From Bremen.—Mr. Evert Bouyer and daughter.—From Southampton.—Mr. Gerald Fitzgerald. For Yokohama.—From Trieste.—Mr. Kessler and family. From Hongkong.—Messrs. Paul Sachse J. Staehelin, G. C. Jones, and Wickramaratue. For Nagasaki.—From Hongkong.—Messrs. Bernhard Runes and E. Levy.

Per *Orion*, str., for Penang.—Mr. and Mrs. Weinreich. For Singapore 500 Chinese.

REPORTS.

The British steamer *Antenor*, from London 28th May, and Singapore 8th July, reports had variable winds and fine weather throughout.

The British steamer *Amoy*, from Shanghai 10th July, reports had moderate S.W. winds to Chapel Island; from thence to port calm and fine weather.

The British steamer *Carisbrooke*, from Bangkok 4th July, reports had unsteady winds with squally weather to Cape Varela; from thence to port light to moderate monsoon with fine weather.

The British Steamer *Namkiang*, from Penang and Singapore 6th July, reports had strong S.W. monsoons from Pulo Aor to Cape Padran, from thence fine weather and sea smooth. Passed a barque 200 miles off port bound for Hongkong; she seems to be coal loaded.

SHANGHAI SHIPPING.

June— ARRIVALS.
5, Kiang-teen, Chinese str., from Ningpo.
5, Kiang-piau, Chinese str., from Wenchow.
5, Kiang-foo, Chinese str., from Hankow.
5, Poo-chi, Chinese str., from Chefoo.
5, Nanzing, British str., from Nagasaki.
5, Kutsang, British str., from Hongkong.
5, Wha-ou, British str., from Hankow.
5, Bayley, British str., from Kobe.
5, Wyvern, British bark, from Otaru, Japan.
6, Ichang, British str., from Ningpo.
6, Fushun, Chinese str., from Hongkong.
6, Chungking, British str., from Tientsin.
6, Pautah, Chinese str., from Chefoo.
6, Sin Nanzing, British str., from Tientsin.
June— DEPARTURES.
5, Fungshun, Chinese str., for Chefoo.
5, Kiang-yu, Chinese str., for Hankow.
5, Kowshing, British str., for Chefoo.
5, Menelaus, British str., for London.
5, Peking, British str., for Hongkong.
5, Wuchang, British str., for Chefoo.
5, Hagarstown, Amr. ship, for New York.
5, Kiang-teen, Chinese str., for Ningpo.
5, Rambler, British g.-v., for a cruise.
6, Feilung, British str., for Vladivostock.
6, Fu-yew, Chinese str., for Foochow.
6, Glengyle, British str., for London.
6, Meefoo, Chinese str., for Amoy.
6, Pekin, British str., for Hankow.
6, Ichang British str., for Ningpo.

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUN-BOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 600 tons, or would be very suitable for driving stationary engines. 1 Large STEAM LAUNCH ENGINE and BOILER. 1 Large Steam Launch Boiler. 2 Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 2 Steam PUMPS. 2 Horizontal and 2 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 1 SHAPING MACHINE. 1 DRILLING MACHINE. 2 EMERY TOOL GRINDERS. 1 Patent FAN BLOWER. 5 Boxes TAPS and DIES. 1 Large double purchase CRABWINCH. 2 Weston's PATENT BLOCKS, 4 and 8 tons. 6 8-tons HYDRAULIC JACKS. 2 double acting HAND PUMPS. 1 FORCE PUMP for Testing Boilers. 1 5,000 gal. WATER TANK. 1 Bradford's Patent STEAM LAUNDRY, capable of washing about 1,500 pieces per day, with Boiler and Engine. 1 Hand Power MACHINE. 1 Hogging MACHINE for cleaning Ship's Bottoms. 1 Powerful JIB CRANE.

All the above Machinery are new or as good as new.

For further Particulars, apply to
J. M. ARMSTRONG,
Auctioneer,
Queen's Road.
Hongkong, 24th June, 1887. [122

INTIMATIONS.

RENEWAL OF POLICIES in the STANDARD LIFE OFFICE.—30 days are allowed for the payment of the renewal premium in all cases, and 13 months under Policies of 5 year's standing, *without medical certificate*, on payment of a moderate fine; and if death occurs within those 13 months, it is the Company's practice to pay the amount assured, under deduction of the unpaid premiums and fines. After the 13 months the Policy is forfeited, but the surrender value remains available for 5 years, as explained in the Company's Prospectus. Policies of less than 5 years' standing may also be renewed after the expiry of 30 days on liberal conditions.

THE BORNEO COMPANY, LIMITED,
Agents
STANDARD LIFE OFFICE.
905—5] Hongkong.

FOR SALE.

SUNDRIES RECENTLY UNPACKED—

"PERFECT" SEAMLESS TENNIS BALLS.
Silicated Carbon Filters (moveable blocks.)
Toilet Soaps and Perfumery.
Eau de Cologne and Lavender Water.
New Books and Music.
OFFICE STATIONERY & OFFICE SUNDRIES.
Billiard Balls for English, French, and American Games.
English and American Billiard Cues.
Coffee Mills and Coffee Roasters
Waterproof Coats and Chair Aprons.
Artist's Chalks, and Sundries.
Travelling Spirit Stoves.
ELECTRO-PLATED WARE.
Swimming Belts and Swimming Collars.
And,
CALCUTTA PITH SUN HATS.

LANE, CRAWFORD & Co.
Hongkong 13th June, 1887. [126

KELLY & WALSH, LIMITED
JUST RECEIVED

Private Telegram Code, containing 66,200 words.
Badmington Library Vols. "Shooting," "Racing," and "Hunting."
Wallace's "The Amateur Photographer."
Abney's "Instruction in Photography."
"How to be Quick at Figures."
Pomeroy's "International Law."
Burton's "Anatomy of Melancholy."
Baron von Hubner's "Through the British Empire."
Disorders of Digestion, by T. L. Brunton.
Miss Corson's "Practical American Cookery."
Diet for the Sick, by Mary Henderson.
McGoun's Hand Book of Commercial Correspondence.
"Colonial Facts and Fictions," by Mark Kershaw.
Black's Household Medicine.
"Ling Nam;" travels in the interior of China, by Henry.
"The Dragon, Image and Demon; or the three Religions of China."
"The Cross and the Dragon," or Light in the broad East.
"Ruddigore; Vocal and Pianoforte Scores."
The Queen's Birthday Book.
Sweet Caporal Cigarettes.
Straight Cut Cigarettes, &c., &c.

KELLY & WALSH, LD., HONGKONG.
24

W. BREWER HAS JUST RECEIVED

McCarthy's History of our own times—Jubilee Edition.
Black's General Atlas, Cosmographic Atlas, Library and International Atlas.
Carpentry and Joinery, Tredfold and Tarn.
Rough Drawing and Sketching with Supplement, 4th Edition.
Colonial and Foreign Office Lists for 1887.
Manual da Missa e da Confissão and Livro da Missa.
Letter Writers Companion, and Official Letter Writers.
Cheap Commercial Envelopes, $1.50 per 1,000.
Sheffield Cutlery Pocket Knives, Scissors, &c.
Cheap Watches and Clocks, good time-keepers.
Fancy Goods including Photo Albums, Plush Frames.
Cigar and Cigarette Cases, Opera Glasses, Pencil Cases.
Cheap Jewellery, &c., &c.
Pianos, for Sale or Hire. Can be bought on the monthly purchase system.
Latest Songs and Waltzes, also Song Folios.
Galaxy of Song, &c.

W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

THE ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE.

CREDITORS of THE ORIENTAL BANK CORPORATION, in LIQUIDATION are hereby informed that under an agreement between the OFFICIAL LIQUIDATOR, and THE ASSETS REALIZATION COMPANY, LIMITED, the following DIVIDENDS will be PAID in addition to the 16/ 3d. already paid to Creditors.

1/ 3d. on the 28th February, 1888.
1/ 3d. " " " 1889.
1/— " " " 1890.
Making in all 19/ 9d. in the £.

E. W. RUTTER,
Agent for the Official Liquidator.
Hongkong, 12th July, 1887. [1330

CUTLER, PALMER & Co.
ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.
Are represented in China by
Messrs. JARDINE, MATHESON & Co. ....*
" SIEMSSEN & Co. ....*
" LANE, CRAWFORD & Co. & by ....*
" H. E. REYNELL & Co. in Japan ....*
Subjoined are some of the items consigned by these well-known Shippers

SPIRITS.

COGNAC—The popular "4 Star" quality and best.
COGNAC—The well-known "2 Star" quality.
WHISKY SCOTCH, in Heart Shaped bottles, a speciality.
WHISKY SCOTCH, in Ordinary bottles.
The "Glenlivet" Whisky in round bottles.
The "Square bottle" Whisky of Napier Johnstone's.
The Celebrated "CARLTON"—11 years old.
WHISKY IRISH, the best selected, *very fine*.
N.B.—All the above Spirits are of excellent quality, and are recommended

WINES.

For Invalids use, PORT & SHERRY—Very Superior and reliable. AMOROSO, MANZANILLA, & PALE DRY SHERRY, distinguished by Blue, Black, and White Seals, Charming Wines. *Suit all tastes.*
CLARET, viz., Mouton, Larose, St. Estephe, Medoc in Quarts & Pints. Need no recommendation.
For Prices apply to either of the above Firms marked * [945

泰 H I M T A I 謙
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF
C O A L
FOR SALE AT A MODERATE PRICE,
No. 85, PRAYA CENTRAL. [53

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BOTTOMLEY, Esq.
Hon. J. Bell-Irving. | E. H. M. Huntington, Esq.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | J. S. Moses, Esq.
R. Hoppius, Esq. | Hon. F. D. Sassoon.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER
Acting Chief Manager.
Hongkong, 27th May, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [10

THE SHARK FISHERY COMPANY, LIMITED.

NO APPLICATION FOR SHARES in the above Company can be received after Noon of SATURDAY, the 16th instant. Till then Forms of Application may be obtained from the undersigned.

Messrs. J. C. ROSSELET and G. F. GRAHAM have retired from the Directorate, and Messrs. J. D. HUMPHREYS and FUNG CHEONG have been elected in their stead.

JOHN WILLMOTT,
Secretary.
Hongkong, 9th July, 1887. [1320

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [35

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CENTRAL EXCHANGE 4, CLUB CHAMBERS.

The above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is $80 per Annum, payable quarterly in advance. Electrical material of all descriptions kept in stock for sale.

ELECTRIC BELLS a speciality.

Houses fitted up and kept in order at most Moderate Prices.

TELEPHONE material supplied on sale or hire.

AGENTS for ELECTRIC LIGHTING, both ARC and INCANDESCENT.

Estimates furnished free.

HAROLD DOWSON,
Agent,
Hongkong.
Hongkong, 28th March, 1887. [631

HING LUNG'S
BEST FIRE CRACKERS
and all kinds of FIRE WORKS.
Also,
MAN SHUN WING'S
CHEFOO PONGEE SILK
WHOLESALE.
FUNG TANG, Sole Agent,
42, BONHAM STRAND, Hongkong. [1062

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [1175

NOTICES TO CONSIGNEES.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "PREUSSEN."
FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 4 P.M. TO-DAY, the 12th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 19th instant, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on THURSDAY, the 21st instant, at 4 P.M.

All Claims must reach us before the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 12th July, 1887. [7

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 14th instant.

DAVID SASSOON, SONS & Co.
Hongkong, 9th July, 1887. [1322

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"POLYHYMNIA,"
Captain W. Schaefer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.
Hongkong, 11th July, 1887. [1327

INTIMATIONS.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 18th instant, at 8.30 for 9 P.M., precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, 13th July, 1887. [1339

SEALED TENDERS will be received by the NAVAL STOREKEEPER until NOON, on FRIDAY, the 22nd inst., for the SUPPLY to H. M. NAVAL YARD from time to time as required of FIREWOOD, LIME, FIRE-CLAY, BROOMS, BAMBOO BASKETS (Large and Small), and CHARCOAL (Chinese). The lowest or any Tender will not necessarily be accepted.

H. M. Naval Yard,
Hongkong, 13th July, 1887. [1340

THE LONDON AERATED WATERS MANUFACTORY.

THESE POPULAR WATERS are now being Manufactured at Nos. 1 & 2, BEACONSFIELD ARCADE, where orders will be received and promptly executed at the usual moderate charges, viz:—

Soda water	3 dozs	for $1.00
Tonic	3 "	" 1.00
Lemonade	3 "	" 1.00
Gingerade	2 "	" 1.00
Raspberryade	2 "	" 1.00
Sarsaparilla	2 "	" 1.00
Seltzer, Lithia, and other Mineral Waters	1 "	" .40

D. K. GRIFFITH & Co.
Hongkong, 16th June, 1887. [1180

NOW READY.

THE KUNG HO CHIH YU WALTZ,
and
THE FEIHOO WALTZES,
by
R. C. PASSMORE,
published by
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.
12th January, 1887. [68

FOOCHOW HOTEL,
FOOCHOW.

NEW and COMMODIOUS PREMISES, adjoining EASTERN EXTENSION TELEGRAPH COMPANY'S OFFICE.

TERMS MODERATE.

G. T. BROCKETT,
Proprietor.
June 1st, 1887. [1135

AFONG, PHOTOGRAPHER

Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [62

WANTED.

A 5/8 ROOMED HOUSE near Caine Road or Public Gardens.
Rent from $70 to 100.
Apply to R. L. & G.
Hongkong, 14th July, 1887. [1315

A SHING,
PHOTOGRAPHER,
No. 8, QUEEN'S ROAD,
Opposite the TELEGRAPH OFFICE,
HONGKONG.
Hongkong, 2nd July, 1887. [1275

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [16

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [685

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [555

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [60

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [968

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [14

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co
Hongkong, 27th March, 1876. [12

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEELE & Co.
Hongkong, 20th May, 1887. [1008

THE NETHERLANDS FIRE INSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.

W. R. LOXLEY & Co.
Hongkong, 24th March. 1887. [608

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [177

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ⅛ °/ₒ Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ⅛ °/ₒ Net per Annum.
On Coals	at 1 °/ₒ Net per Annum.
On Petroleum in licensed Godowns	at 1½ °/ₒ Net per Annum.
On First-class Chinese Tenements	at 2 °/ₒ Net per Annum.
On Second-Class Chinese Tenements	at 2½ °/ₒ Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S
5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to

GIBB, LIVINGSTON & Co.,
Acting Agents.
Hongkong, 13th January, 1887. [61

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [14

NOTICES OF FIRMS.

NOTICE.

WE HAVE This Day Opened a BRANCH of our Firm at Hankow.

ARNHOLD, KARBERG & Co.
1st July, 1887. [1272

NOTICE.

THE AGENCY at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Shanghai, has This Day been TRANSFERRED to MR. ALEXANDER LEVY.

(Signed) E. JONES HUGHES.

With Reference to the above notice I have This Day ASSUMED CHARGE of the Business at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Wine and Spirit Merchants Shanghai.

ALEXANDER LEVY.
Hongkong, 30th June, 1887. [126

TO BE LET.

TO BE LET.
WITH IMMEDIATE POSSESSION.

A LARGE COMMODIOUS GODOWN at Wanchai.
For Particulars apply to
ARNHOLD, KARBERG & Co.
Hongkong, 14th July, 1887. [1346

TO LET.

NO. 4, WEST TERRACE.
Apply to
N. N. J. EZRA.
Hongkong, 14th July, 1887. [1347

TO BE LET.

TWO GOOD COMMODIOUS EUROPEAN HOUSES Nos. 133 & 135, Queen's Road East, with Out-houses. Monthly Rental $40 and Taxes.

YEE HING, LANDLORD,
40, Wellington Street.
Hongkong, 12th July, 1887. [1328

TO BE LET.

THE EXTENSIVE PREMISES in Queen's Road (next to the Commissariat Buildings) lately occupied by the ROYAL NAVAL SEAMAN'S CLUB.
Apply to
LINSTEAD & DAVIS.
Hongkong, 2nd May, 1887. [8 9

TO BE LET.

ROOMS suitable for OFFICES in No. 38, Queen's Road Central, with Entrance and COMPRADORE'S ROOMS in Stanley Street.
Apply
HONGKONG DISPENSARY.
Hongkong, 2nd July, 1887. [1274

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [42

TO BE LET.

"BEACONSFIELD," lately occupied by the HONGKONG AND SHANGHAI BANKING CORPORATION, as a whole or in Portions. Possession from 15th July when the Repairs will be completed.

Apply to
BELILIOS & Co.,
or to
SHARP & Co.,
Estate Agents.
Hongkong, 11th July, 1887. [1120

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1278

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, commanding extensive Sea View and very Cool in summer.
Apply at
THE HONGKONG DISPENSARY.
Hongkong, 5th May, 1887. [714

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [43

NEW ADVERTISEMENTS.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"ABYSSINIA,"
3,651 Tons Register, Alex. Marshall, Commander, will be despatched for VANCOUVER, B.C., VIA KOBE AND YOKOHAMA, on FRIDAY, the 29th July, at THREE P.M.

To be followed by S. S. "PARTHIA," on the 19th August.

These steamers, formerly in the CUNARD Service, have lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on Board until 4 P.M. on the 28th inst.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.
Hongkong, 15th July, 1887. [852

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. British Bark
"OSAKA."
R. Lowe, Master, shortly expected here, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 15th July, 1887. [1356

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. British Ship
"NYL-GHAN,"
Lovitt, Master, shortly expected here, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 14th July, 1887. [1357

NEW ADVERTISEMENTS.

TO be Sold, by the Spanish Consul, at his Residence, 29, Elgin Terrace, on TUESDAY, the 19th instant, at 11 A.M., About 90 TONS OF SUPERIOR CARDIFF COAL, from the Cruiser "FILIPINAS."

Sealed Tenders for the above will be received up to the day and hour aforesaid, when the highest Tender will be accepted.

Further information may be obtained at the Consulate.

ANGEL LOPES.
Hongkong, 17th July, 1887. [1360

WANTED.—LESSONS IN GERMAN by a BEGINNER. Any time of day would suit advertiser.

Apply to L. C. F.,
Care of *Daily Press* Office.
Hongkong, 15th July, 1887. [1352

EMPLOYMENT WANTED by an ENGLISHMAN as ACCOUNTANT, BOOK-KEEPER, CORRESPONDENT, or STOREKEEPER, in Hongkong or Treaty Ports.

Address F. W.,
Care of this Paper.
Hongkong, 15th July, 1887. [1353

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.

THE above Company is prepared to GRANT POLICIES against FIRE on First Class European Godowns, and Merchandise Stored therein at ⅛ per cent. per Annum.

Contributors of Business, whether Shareholders or not, will participate in any return that the Company in General Meeting shall sanction or in commutation thereof will receive an immediate Cash Discount of 10 per cent.

JOHN ANDREW,
Agent.
Hongkong, 15th July, 1887. [1351

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

RISKS accepted at CURRENT RATES, with the option to Insurers of receiving an IMMEDIATE CASH DISCOUNT of 10 per cent. in lieu of the BONUS payable, as hitherto, out of the ascertained profits of the Company.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 15th July, 1887. [721

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship
"ANTENOR."
Captain Grier, will be despatched as above TO-MORROW, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th July, 1887. [1334

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"THALES."
Captain Hunter, will be despatched for the above Ports, TO-MORROW, the 16th instant, at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 15th July, 1887. [1354

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"PHRA CHOM KLAO."
Captain W. H. Watton, will be despatched for the above Ports on SUNDAY, the 17th inst., at NOON.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 15th July, 1887. [1359

FOR KOBE AND YOKOHAMA.

THE Steamship
"MORAY,"
W. S. Duncan, Commander, will be despatched for the above Ports on the 17th instant.

For Freight or Passage apply to
ADAMSON, BELL & Co.
Agents.
Hongkong, 14th July, 1887. [1348

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"HAIPHONG."
will be despatched for the above Ports on TUESDAY, the 19th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 15th July, 1887. [1355

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship
"PROMETHEUS."
Captain Webster, will be despatched as above on THURSDAY, the 21st inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1887. [1349

UNION LINE

FOR KOBE AND YOKOHAMA.

THE Steamship
"TRAVANCORE,"
Captain Logan, will be despatched for the above Ports on THURSDAY, the 21st instant, at FOUR P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 14th July, 1887. [1350

FOR SAN FRANCISCO.

THE 3/3 L. I. I. German Barque
"ANNA BERTHA,"
Nissen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 15th July, 1887. [1358

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "ANTENOR," FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned not later than the 18th inst., for shipment per steamer "PROMETHEUS."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1887. [1324

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANTENOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Goods undelivered after the 22nd inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1887. [1324

INTIMATIONS.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

DEATH.

At No. 111, Bluff, Yokohama, on the 2nd July, 1887, W. C. VAN OORDT, aged 44 years, a native of Holland.

The Daily Press.

HONGKONG, JULY 15TH, 1887.

DR. DOBERCK, in his weather report the other day, stated that a small typhoon had crossed the China Sea. Information of the approach of the typhoon, or of its existence, would have been of more practical utility than information coming only after its final disappearance. Presumably the data received at the Observatory were not sufficient to enable the Director to issue any earlier notification. Dr. DOBERCK, we understand, wishes the Observatory to be placed in direct telegraphic communication with the Cable Companies' offices in Queen's-road. The Companies are most obliging in allowing the use of the cables to the Observatory, and if a connection was made between the offices and the Observatory, the latter could communicate promptly with the meteorological stations in Japan, on the coast of China, in Tonquin, at Cape St. James, the Philippines, and, shortly, with South Cape, Formosa, the Observatory being on friendly terms with all the stations named. The number of stations in the China Coast Meteorological Service is sufficient, but want direct telegraphic communication to increase their accuracy. In fact the Observatory gets more information, it is believed, than any station in the world; the reason why so little of it can be utilised is that there is no direct communication with any of the stations. If there was direct communication with the offices in Queen's-road the Observatory would be able to make inquiries as to the cause when the telegrams from any of the stations did not arrive or were delayed, and the efficiency of the service would be much increased. The question is simply one of expense, and the colony would probably be unwilling to see any further heavy expenditure incurred on account of the Observatory. The establishment has already far outgrown the idea with which it was started. What was intended was simply to get out a practical meteorologist and supply him with sufficient instruments to enable him to work out storm warnings with an approximation to accuracy. Both at Manila and Shanghai there were observatories worked by the Jesuit Fathers at small cost, which was provided for privately, and what was intended in Hongkong was to establish an observatory of about the same or a slightly higher grade at the public expense. Dr. DOBERCK was the Director selected, and the modest ideas of the Government and the community fell far short of the large ideas of that talented gentleman, whose ambition it appears to be to make the Hongkong Observatory the first and the most expensive in the world. Of the value of the work done by Dr. DOBERCK there can be no two opinions; in fact his reports are acknowledged and reviewed by all scientific authorities, and the publications of the Observatory with reference to typhoon investigations are more exhaustive than those of any other station. But much of the work done by Dr. DOBERCK is work in which the colony is not specially interested and for which it has no desire to pay. As to direct cable communication between the Observatory and the Telegraph Companies' offices in Queen's-road, such communication would doubtless be extremely useful, but the question of expense stands in the way.

At the meeting of the International Meteorological Committee held at Paris two years ago a discussion took place on the question, "How is it possible to ensure the receipt of meteorological telegrams in time to be of use?" and an interesting letter on the subject by Captain J. C. DE BRITTO CAPELLO, of the Lisbon Observatory, was read. The position taken up by Captain CAPELLO was that the meteorological observatories or institutes should be in direct telegraphic communication by means of underground lines. Such a system, he said, was very far from being realised. Nevertheless they ought to try to improve the existing service, although its imperfection was well known. At present meteorological reports are transmitted over lines called international by the telegraphic administrations of neighbouring countries, the reports being classed as service telegrams. Telegraphic reports are classed under three heads—state telegrams, service messages, and private telegrams. The transmission of the telegrams of these three categories takes place in this same order. Captain CAPELLO recommended that as a means of diminishing delay meteorological reports should be raised to the first class and treated as state telegrams. The Committee, having heard Captain CAPELLO's letter read, adopted a resolution to the effect that the telegraphic service generally worked in a satisfactory manner in most parts of Europe, thanks to the liberality of the Telegraphic Administrations. The method of the elevation of the rank of such telegrams proposed by M. CAPELLO appeared to be difficult of realisation; but the Committee considered it very desirable that the greatest efforts should be made with the different Telegraphic Administrations to obtain a more rapid transmission of these telegrams generally, especially of the telegrams from the Iberian Peninsula, which often suffered very regrettable delays. The Committee, it will be seen, recognised that Captain CAPELLO's proposition was impracticable, and we fear that Dr. DOBERCK's ideas, involving large expenditure, will equally have to be recognised as impracticable, or at least they will have to be carried out very gradually. The ideas are good, from a theoretical point of view, but they involve the question of expense, and at present the colony is not in a position to incur any expenditure that can be avoided. Before leaving the subject, however, we would congratulate Dr. DOBERCK on the excellence the Time Ball service has now attained to. About two months ago a new line between the Observatory and Time Ball was set up for the Government by the Eastern Extension Telegraph Company, and since then there has not been a single failure, the Ball dropping regularly every day.

EARLY in the summer the river Yangtsze was so low that it was at one time doubted whether there would be sufficient water for the ocean steamers to get up to Hankow to load tea. This fear, however, proved to be groundless, for the river rose in time, and apprehension subsequently turned in a reverse direction and floods were anticipated as probable. This latter foreboding has been only too amply realised. Last advices from Hankow report heavy rains and a serious rise of the great river. Our Shanghai morning contemporary announces that the Yangtsze at Hankow has risen to 45 feet 5 inches above winter low watermark, "and the Settlement and unsubmerged portion of the native town appears as a low island in the midst of a vast inland sea. The water is within a few feet of the top of the wall which shuts off the town from the plain to the north-west, and it is covered with refugees and their poultry-yards and pig styes until not another inch is available. At Kiukiang the whole Bund is covered and the river now extends in an unbroken sweep to the foot of the Lushan hills some miles to the rear. In short, the river has now inundated its whole valley right up to the mountains, near and distant, which bound it on the north and south. All the riverine towns are more or less under water, and thousands of farm villages along the banks are submerged to the eaves of the houses. The valley being thus filled, the current, except at the outlets and inlets of the different basins into which its course is divided, runs slack, but beyond the Hupeh plain the torrent is pouring down from Szechuen at the rate of 7 and 8 knots an hour and the Ichang steamers have to put forth all their power to surmount it." The cotton and rice crops are regarded as lost, and much suffering must result from the destitution this will cause. The natives report a heavy loss of life as one consequence of the inundations, but this report is necessarily vague and may turn out to be exaggerated. What is certain, however, is that there will be a check to trade for a time, and a good deal of unrelieved poverty will inevitably follow. A great river is a good servant but a bad master, and the Chinese unfortunately too often find in their rivers masters whose wayward course they are unable to control. This is especially the case with the Hoang Ho, or Yellow River; the Yangtsze being less impetuous and capricious than the great northern waterway. In this instance, however, the Yangtsze has proved as unreliable as "China's Sorrow," and quite as destructive. Any attempt to control the action of the river would involve such an enormous outlay that it is improbable the Chinese Government will, spite of all losses, make any sustained effort to improve the navigation or check the overflow of the vast stream which now and again disastrously submerges the great and fertile plain through which it flows, converting prosperity into penury often in one brief day.

The French corvette *Primauguet* arrived at Hakodate on the 1st instant.

The British sloop *Daring*, Captain Boldero, left Shanghai on the 8th inst. for Hakodate.

The British corvette *Satellite*, Captain Allington, arrived at Yokohama on the 4th inst. from Kobe. The major portion of the British Squadron is now in Japanese waters.

The Agents (Messrs. Butterfield & Swire) inform us that the O. S. S. Co.'s steamer *Prometheus*, from Liverpool, left Singapore on Wednesday afternoon for this port.

Curious paragraphs sometimes occur in Japanese newspapers. The latest is that Mr. Tanaka has invented a method of making mats from the tails of wild cats. Scarcity of material is likely to interfere with the value of the discovery.

There have been some heavy thunderstorms and gales up the Yangtsze recently. The *Daily News* hears that in one gale in the Han river at Hankow a number of boats broke adrift and were swept down by the current, breaking away the other boats with which they came into collision, until a mass of junks and boats was driven into the Yangtsze and piled up against the bows of the ocean steamers at anchor in the river, and carried away down stream, many capsized, and all more or less injured. The loss of life was enormous, as the occurrence took place in the night. The steamer *Bothwell Castle* drew up twenty-five Chinese from the confused mass of boats caught on her bows, and it will never be known how many were drowned, but the river is described as having been thick with boats floating down, unmanageable and disabled, and with no one left alive on them to bring them to shore. In both Hankow and Wuchang the rain is said to have had most disastrous effects. Every street in the former is provided with plank ways, whilst in the latter people have been actually drowned within the walls; locomotion in the lower parts is well nigh impossible, and the poor have a difficulty in procuring work or food. Near Wuhu the singular phenomenon of red drops of rain or hail has been extensively observed, the particles having the appearance of small peas. One of the artificial dykes on the Yang-tsze near Ngankin has also given way to the extent of over 350 feet, and, though the prompt action of the authorities, and the stationary condition of the river level fortunately enabled the energetic inhabitants to stop the gap, it is estimated that from eight to nine tenths of the land in two districts will fail to yield any crop this autumn.

According to a Shanghai native paper, the Yellow River—is again giving trouble, but the Governor of Shantung seems to have been able to prevent any great disaster so far.

The Russian flagship *Dimitri Donskoi* (23), Captain Scourydloff, the *Vitiaz* (12), Captain Makaroff, and the *Rynda* (16), Captain Avilland, arrived at Yokohama on the 4th inst. from Kobe.

The San Francisco *Bulletin* says that Mr. Hong Yen-chang, the only Chinese lawyer in the United States, has been admitted to practice in New York by a special law passed in his favour.

It is stated in the home papers that out of some 200 cutlasses tested on board the flagship on the China Station (the *Audacious*, we presume) over 90 per cent. were found to be defective, and similar results have been reported from the other vessels on the station.

In T'ai-chou Fu, between Ningpo and Wênchow, rice is reported to be very scarce, and robberies are so prevalent in three districts that trade is stopped along the roads. Near Hu-chou Fu a boat escorted by a gun-boat was recently plundered of over $2,000 of public moneys.

The second defendant in the late rendition case was again brought before Mr. Mackean yesterday to answer the fresh charges which have been formulated against him by Mr. Caldwell on behalf of the Chinese Government. Mr. Dennys appeared for the defence, and the case was remanded till to-day.

At the Raus Hot Springs near Nomuro, in the Hokkaido, an explosion occurred early last month, which burst in the bath-rooms with a great crash. Eight persons were instantly killed, and many injured. A contemporary remarks that such an occurrence adds a great piquancy to the enjoyment of natural hot baths in Japan.

The *N. C. Daily News* makes the following announcement:—"A Decree has been issued from the Throne, sanctioning the construction of a railway between Peking and Canton. It is to be built with Chinese capital, and the provincial authorities concerned are to set about finding the necessary funds, and preparing for the work."

The three men who are charged with manslaughter at Yaumati were brought before the Magistrate yesterday, as will be seen from our report in another column. The evidence of Dr. Marques, who made the *post mortem* examination, was taken and also that of the daughter of the deceased, and the further hearing was adjourned till Saturday.

In its issue of the 8th ult. *Kuhlow's Trade Review* says:—The cost of the Imperial North German Lloyd mail steamer *Oder*, which has just been completely wrecked, amounted in all to 2,586,000 mks.; of which, up to the 31st of December, 1886, 1,188,000 mks. had been written off. The ship is not insured. The reserve insurance fund, intended to cover losses such as these, amounted on the 1st of January, 1887, to 3,484,144 mks. 20 pf.

Our Shanghai morning contemporary says:—The Hall & Holtz Co-operative Company are exhibiting in their picture gallery four large oil-paintings, from the recent exhibition at Tokyo, by Japanese artists, which are little less than a revelation. There are three autumn scenes, in subdued colours, which are marvellous in their boldness and accuracy. To be thoroughly appreciated, they ought to be hung in a larger gallery. The fourth is a brilliant picture of women and men gathering shell-fish on the sands at low water. The perspective and colouring are really admirable, the various groups showing an eye for drawing and for light and shade that we have not hitherto believed to be within the range of Japanese art. All four pictures would be welcomed in a European gallery. Beside them is a kakemono, representing a man-in-armour saluting a flute-player who is coming up the steps towards him, that is simply perfect in drawing and expression.

We (*Daily News*) call the attention of foreigners throughout China to the fact that the Consuls in Shanghai have been recently requested in a communication from the Tao-t'ai not to apply for any passports to be granted to the subjects of their respective nationalities, to visit fortified places or military camps throughout the Empire. The object of course is obvious, and China in excluding inquisitive and maybe designing persons from inspecting her forts is only following the example of Western nations, England being the only country where the spy and the innocent tourist are alike permitted to gaze to their heart's content on the fortifications and defences of the nation. But it is only a country like Great Britain, which in her sea-bound security can afford to view with nonchalance the devices of designing draftsmen in this respect. Hitherto foreigners have been permitted to come and go as they willed around the defensive positions in China, but we believe that the authorities in the North have been moved to take this step in consequence of the suspicious attention which some Japanese have been paying to the works at Port Arthur. Consequently Mr. Chou, Customs Tao-t'ai at Tientsin, had a communication addressed to the Tao-t'ais at the open ports on the subject, and the result was the intimation mentioned to the foreign Consuls. The works which are henceforth particularly closed to the inspection and presence of strangers without a special order from the Viceroy Li, or the Board of Defences, are Port Arthur in the confines of Manchuria, Wei-hai-wei, and Chiao-chow-ngao in Shantung.

"The Court of Peking is evidently not friendly to abbreviations in writing. A decree has been issued which states (according to the translation of the *N. C. Daily News*) that in memorials addressed to the throne by high officers in Peking and the provinces, it is important that the names of provinces, places, officials, &c., should be written in full; and decrees which ought to have secured obedience for all time to come were repeatedly issued by Ch'ien Lung, Chia Ch'ing, and Tao Kuang, prohibiting the use of abbreviations in such cases. Nevertheless, a reckless use of abbreviations in memorials has been constantly made of late. For instance, Kobdo is simply written K'o: Tarbagatai T'a, Kirin, Hei Lung Chiang and Jêh-ho appear as Chi, Chiang and Jêh respectively. Numberless other instances might be added. A still worse case of undiscriminating carelessness is the writing of Wu for both Wu-lu-mu-ch'i (Urumtsi) and Wu-li-ya-su-t'ai (Uliasutai). Again, the provincial Commissioners and Taotais are simply referred to as Commissioner so-and-so, or Taotai so-and-so, and prefects and magistrates are similarly designated. This constitutes a total disregard of the rules of etiquette, which require that the names of officials should be given when addressing the Emperor. It is of still greater importance that the titles of the reigns of the present dynasty should be reverently written in full. Such abbreviations as Ch'ien, Chia, Tao, and Hsien may occasionally be permissible in private communications, but cannot for a moment be permitted in documents addressed to the Throne. For the future, therefore, let the various public departments in Peking and the provinces consider it their bounden duty in drawing up such documents to write in full the titles of reigns, the names of persons, places, &c., and avoid perverting constitutional principles by making use of contractions. Let this decree be promulgated for general information.

SUPREME COURT.

14th July.

IN BANKRUPTCY.

BEFORE HON. J. RUSSELL, ACTING CHIEF JUSTICE.

IN RE PAUL BOHM.

Mr. Paul Bohm, formerly a merchant of Yokohama, sued *in forma pauperis* for adjudication as a bankrupt.

Mr. Dennys appeared for one of the creditors.

Mr. Dennys said his client's claim was for $3,500, but there was a desire on both sides, he believed, to settle the matter if possible out of court.

His Lordship said he was unable to grant Mr. Bohm's application. From the schedule filed it did not appear to him that Mr. Bohm should have applied in this form. His action looked very much like a fraud. He engaged to take so many passengers, received the passage money, and then left without taking them. If as stated he had a claim on the Mercantile Bank of Yokohama his best plan would be to obtain security to that amount from his friends in Hongkong and pay his creditor. That appeared to be his only plan for obtaining his release.

POLICE COURT.

BEFORE MR. E. MACKEAN.

14th July.

ALLEGED MANSLAUGHTER AT YAUMATI.

Ng Luk, Ng Shui, and Ng I were charged with causing the death of an old woman named Ip Yee Moi, at Yaumati, on 9th inst.

Mr. Wilkinson appeared on behalf of the second defendant.

Dr. Marques said the body of a Chinese woman was sent to the Mortuary at 1 p.m. and he made a *post mortem* examination on the following day. The body was that of a delicate female about 60 years of age. He noticed marks of bruises over the abdomen and one bruise over the thoracic region. The abdomen was full of blood and the spleen was enlarged and ruptured at its lower edge. Death resulted from hæmorrhage.

By Mr. Wilkinson—I could not say how the bruises had been caused. They might have been caused by falling against a blunt object.

Hon Ahing said—I live at Yaumati. Deceased was my mother. On the 8th instant about 2 p.m. first defendant came with a man and asked my mother to pay the man money for some grass. My mother refused as she said she had not bought the grass. The second and third defendants came to the house shortly afterwards and the second defendant said "If she will not pay, beat her." The first and third defendants then struck my mother in the side and second defendant kicked her in the stomach. A man named Pang Atan came up and tried to separate them, but the second defendant seized Pang Atan's queue and struck him. I went to the Police Station and reported the matter. The Inspector sent some police with me and we returned. My mother was then lying on the ground. The second defendant who was in the house was taken into custody and then I took the police constables to the house of the other defendants and they were arrested. My mother was taken to the Police Station, but died almost immediately after arriving there. The second defendant took the chief part in the affair. I forgot at the inquest to mention the second defendant's action to the coroner.

By Mr. Wilkinson—I was upstairs when the men came to my mother's house. I came down and found defendant quarrelling with my mother. Some of the defendants struck me but I cannot say which of them. I do not know anything of the first defendant's relatives.

Mr. Wilkinson pointed out to His Worship that the witness in her evidence before the coroner had said the first defendant's brother lived in her mother's house and owed her mother rent. He was summoned and made to pay and hence first defendant had a grudge against her mother.

The further hearing of the case was adjourned till Saturday next.

GAMBLING CASE.

Twenty-one men were charged at the instance of Inspector Jones with gambling at No. 61, Wellington Street.

One of the defendants who had acted as manager was fined $25, and each of the others fifty cents.

RAILWAY PROGRESS IN JAPAN.

At the present moment, when the first Chinese railway is in course of construction and an extension of the same to connect the capital with its seaport is under consideration, less attention is, not unnaturally, given to the course of progress in the neighbouring empire of Japan. So much anxiety has been felt for the last decade to see the iron road introduced into China, and so many unavailing efforts have been made to effect this desired consummation, that, now there seems at length some prospect of this dream being realised, it is not remarkable to find some suspension of foreign interest in the progress of the Land of the Rising Sun. Looked at from a selfish point of view—and unfortunately that is the direction usually first taken even by the gaze of the most well-meaning persons—the opening up of China by railways is of vastly more importance than the opening up of Japan. Moreover, the need for them in the Central Kingdom is greater, since roads already exist in Japan, while the narrow footpaths in China are utterly useless for vehicular traffic of any description. The trade to be provided for in China is also incomparably greater than that which can be developed in Japan, and is capable, with improved means of communication, of enormous expansion. The very difficulty of persuading the Chinese Government that the best interests of the country require the establishment of improved means of communication, and the protracted opposition to the innovation, have served to invest the subject with added interest and importance. The introduction of the railway into China is such a notable triumph of patience over ignorance, conceit, and prejudice that it is small wonder if the eyes of the engineering and scientific world are too busily fixed on the Kaiping-Tientsin Railway to spare much attention for what is now going on in Japan.

And yet a very important line of railway has lately been commenced in Japan, a section of which will be opened to traffic during the current month. We allude to the line between Yokohama and Odawara. This is the first section of the projected railway which is to connect Tokyo and Kyoto, the modern and the ancient capitals of Japan. At present, though the Japanese have for some fifteen years been building railways, they possess no system of trunk lines, and the consequence is that the small lines now running cannot yield very satisfactory financial results. The goods traffic is small, and the passenger traffic, except perhaps on the Tokyo-Yokohama and the Kobe-Kyoto lines, is not sufficient to ensure a fair return on capital. What is wanted is to bring the few scattered lines more into connection, and the construction of a grand trunk railway to Kyoto from Yokohama will do this to a large extent. The Odawara section will alone open up an important district, and will certainly secure a large number of passengers, as it will afford easier access to Enoshima, Kamakura, Miyanoshita, Hakone, &c., &c., so largely frequented by tourists, both native and foreign. A considerable goods traffic will probably likewise develop in time, though, as in the case of the Takasaki and Utsunomiya lines, this will be a slow growth. That the line will not only pay but ultimately when completed prove very remunerative there can be no doubt. The high rates now charged for freight on goods and even on passengers' luggage on Japanese railways serve to retard the development of railway enterprise. The Japanese seem curiously indifferent to the goods traffic. Even on the Tokyo-Yokohama line no effort seems made to secure it. The goods discharged from steamers at Yokohama are transhipped to barges and towed round to Tokyo instead of being conveyed thither by rail. Similarly, though the railway has been extended from the capital to Takasaki and Mayebashi, the great centres of the silk producing districts, the silk still finds its way to the Yokohama market mainly on the backs of packhorses, presumably because the rates charged by the Japan Railway Company are prohibitive. A reduction of somewhere about fifty per cent. was announced in the rates for passengers on the Government Railways at the commencement of the present month, but it would have been wiser to have reduced freights, as the passenger traffic is already considerable and the rates were by no means extravagantly high.

These mistakes in tariff will, it is to be hoped, soon be perceived and rectified, for the Japanese Government have usually shown themselves amenable to reason. It would be well, however, if some of their foreign advisers would point out to them the impolicy of remaining indifferent to the goods traffic on their railways. A hint might also be given of the unwisdom of making a great trunk line like that from Tokyo to Kyoto single instead of double, or at all events of the advisability when constructing it of making provision in cuttings, on embankments, and on bridges for hereafter laying a second line of rails. It is also to be regretted that the Government should have elected to lay the Odawara section on American principles. Everything is on the cheapest scale. The rails are sprigged down to the sleepers instead of laid on chairs, and there are two level crossings in the first six miles. This would be all very well for a line where only a limited traffic is expected, or to serve as a temporary way, but for the permanent way of so important a railway as that which is to connect the two chief cities of the empire it seems inadequate, and with heavy traffic would not prove too safe round sharp curves, of which there are several between Yokohama and Odawara. No doubt the cheap American system has been adopted by the Japanese engineers who have charge of the work out of regard for economy, but it is a pity the Japanese Government cannot see that it will be false economy to lay a railway that will entail a larger outlay for upkeep than one laid on the principle of their existing lines. If funds are low in the Japanese treasury, the Government of the Mikado would find no difficulty in raising a loan for the purpose of constructing the railway in question, which if properly worked, with due regard to the development of the goods traffic, would speedily return good interest on the capital and prove a most valuable agent in the work of promoting the commercial progress of Japan.—*China Overland Trade Report.*

GERMANY AND THE QUEEN'S JUBILEE.

The *Times* correspondent writes under date of Berlin, June 12:—On the eve of the departure for England of those members of the Imperial Family who are to represent this Court at the forthcoming jubilee *fêtes*, the semi-official *North German Gazette* devotes a long and prominent article to the occasion, which is none the less important, or rather, indeed, which is, perhaps, all the more so, for its doubtless having been written to order. It begins:—

"An Empire living in friendship with our Fatherland will shortly celebrate a festival which, in view of the limits placed on all earthly existence, must be called a rare one, but which for other reasons also is sure of lively sympathy in Germany. Our readers will already have guessed that we mean the 50th anniversary, or jubilee of rule, of the Queen of England; and from the fact that his Imperial Highness the Crown Prince and his Royal Highness Prince William are to start for London to-day, to take part in the celebration, it will be seen how high a value our Sovereign House attaches to the German Empire's being represented on this solemn occasion in the worthiest possible manner. It is not only the manifold ties of blood which for so long have bound together the two Monarchies, but in a not less degree also the kinship of the two peoples and their common labours in the cause of culture and civilization, which are meant to find expression by the visit above referred to, in a manner obvious to all the world."

Alluding then to the Parliamentary conflicts which have taken place throughout the long and glorious reign of the "exalted Queen Victoria," and changed without shaking the foundations of the English State, the article proceeds:—

"The English people, whose character in many respects resembles our own, has long laboured with great zeal at the task of curing social abuses, and the humane Factory Acts (an allusion to the work now engaging the attention of the Reichstag) and the forbidding of female labour underground are some of the beautiful fruits of this endeavour to give practical effect to the principles of Christianity in the life of the State. On this the occasion of the jubilee of Queen Victoria, the wish we convey to the friendly Empire is that it may be vouchsafed to it to attain without grievous domestic convulsions to a new and solid basis of Parliamentary life, so as thus to be able to measure the strength of its people in peaceful emulation with other countries on the field of culture and civilization."

After a brief review of the chief events in the colonial expansion of England, the Foreign Office writer continues:—

"The colonies have no longer any occasion to act hostilely to the mother country, as they certainly do not lack its powerful protection; and England has an immeasurable market in the whole world for her industry, as well as supporting pillars of her power. . . . The English people can therefore now look upon the existence of their colonial empire as well established. At the accession of Queen Victoria the direct tie uniting England and Germany was severed, seeing that, according to the laws of Hanover, she could not succeed to the throne of that country. But, perhaps, it was this very circumstance which for the long space of half a century tended to maintain what on the whole have been friendly relations between Prussia-Germany and England. We can only wish this relationship, which is based on the mutual confidence of both Governments, and which received firmer support still from the union of the Princess Royal of England with Prince Frederick William of Prussia, may be preserved in the future. On this occasion, therefore, we have to give utterance to the sympathetic feelings with which the German people at the present time especially regard the world-empire of England, and to the ungrudging recognition which we grant to the achievements of the English intellect, by expressing the wish that the exalted Sovereign Lady of Great Britain may still rule long and be a further blessing to her peoples."

The above inspired effusion is certainly a much better expression of the German people's present feelings towards England than the conclusion come to in a recent article of the *Kreuz Zeitung* on "The Worth of an English Alliance," wherein the writer argued that so long as the military might of England stood so low it was no wonder that the European Powers began more and more to pass to the order of the day with respect to British aims and wishes—a conclusion, be it remarked, by the way, which does not tally exactly with a remark in to-day's *Post*, to the effect that England is now virtually in possession of Egypt, and will remain so for all that France will dare to do, or all that the three Empires will care to do against her.

THE BALTIC SEA CANAL.

Says *Kuhlow*:—On a wild strip of borderland, lapped by the sea, and girt in with woods of whispering beeches, the German Emperor performed, on Friday, the 3rd June, the historical task of laying the first stone of the Baltic and North Sea Canal. For hundreds of years the desire has been gathering in the minds of the inhabitants on both sides for a broad street to connect the two seas, and save the sailor from the deadly cliffs of the Skagerack. Few spots on the map of the sea have proved more fatal than that sharp edge of rock to the North of Denmark. Two hundred ships are yearly sunk in the attempt to double the Skager, and the greater the traffic becomes the more frequent are the fatalities. Already in the fifteenth century, attempts were begun to join the Baltic and the North Seas together; but the time of hydraulic architecture had not yet come, and no human brain dared to dream of parting the earth in twain as has since been done at Suez. The bold enterprising spirit of the Hanse town burgers lacked the technical means of enriching their trade with a marine way which would shorten the distance from East to West by three days, apart from bestowing a vast benefit on property and human life. It was only when the principles of commercial freedom became better understood and more dearly cherished, when the rights of barter had been secured by mutual treaties, and nations knew no higher aim than to hurl aside, in the interests of civilisation, all obstacles in the way of unchecked communication, that thoughts rose up in the minds of certain far-seeing philanthropists and statesmen here to break through the Alps and beat out a dark road for the steam horse, and there to join seas together and shorten the way to ships by hundreds of miles. At the helm of the first ship which sails through the canal, on the gaily festooned locomotive which rushes shrieking through the tunnel, sits Culture, visible though invisible, her hand waving "forwards," and beckoning the nations on to peace and brotherhood. It was of course impossible to realise the plan so long as Russia proscribed the idea with the force of her word. The fleets of the greatest powers were then compelled to discharge the most humiliating sound dues, and Emanuel Geibel had already raised his voice against the disgraceful subjection of the whole of Europe to the whim of a single insignificant state. Schleswig-Holstein is associated with some of the most stirring memories of the German fight for freedom and the history of the political redemption (in 1848) of the dukedom on the Elbe from the foreign yoke of the Danes, is naturally connected with the physical and geographical consideration of the district. It was not the government, however, which first rendered the scheme possible; simple townsmen, politicians, and men of science thought out the marine way between the North and the Baltic Seas; they made measurements and plans, they provided for the financial department, and for a long time it seemed certain that the execution of the scheme would be due to a joint stock company. But a number of historical events interposed to falsify these calculations. War after war occupied the nations, and only then, when a national union had been won for Germany, and the German Empire had been re-established, was it possible for the authorities to revert to the idea, and decide upon its completion. Many years have already gone by since Count von Moltke spoke doubtfully in the German Reichstag of a connection between the two seas. He then suggested, in preference to the formation of an expensive canal, the doubling of the German fleet. Since then, however, the German fleet has risen to considerable power, and is quite prepared to protect our coasts. But the larger the fleet, the more imperious is the necessity of a shorter way between the German harbours. Kiel on the one side and Wilhelmshafen on the other are a day's journey apart, and it cannot be denied that the necessity may at any moment arise of putting the entire fleet at one moment in the Baltic, at the next in the North Sea, to oppose a hostile force. The military importance of the position is therefore obvious, especially as Denmark shows a clear intention of converting Copenhagen into an impregnable sea port. Objections have been made while the plan was under consideration—not altogether without justification—against the enormous cost which must necessarily be incurred. The Government has estimated the cost at 156 million marks of which Prussia pays 50. Perhaps it may have seemed to some that the moment for putting the plan into execution has not been well chosen, but, after all, now that the bill has been passed, now that the Emperor himself, notwithstanding his great age, has laid the first stone, every German heart must beat high in the hope and in the belief that the Baltic Sea Canal will prove a new means of binding the German races closer together, a new weapon against the foreign foe, and a new step on the road of German progress. For the Baltic Sea Canal is not solely intended to serve the purposes of war. A commercial fleet will also float upon its water, and the productions of German industry will be borne with increased rapidity to far-off foreign shores. Every year 35,000 ships double the Skagerack, so that the new canal will stand in almost the same relation to the trade of North-East Europe as the Suez Canal does to the trade with Asia. We greet, then, the great work, for which the Emperor turned the first clod on Friday, as a chief attainment of culture and civilization, as an exhortation to the nations to be united, to join in friendly rivalry in the spheres of trade, traffic, and industry, and as a sign that, in spite of all the drawbacks and the retrogressions of the past, a free unhampered commerce is secured for the future.

OLLA PODRIDA.

The reports of the Scottish companies show, one after another, that the tide of prosperity which they enjoyed for a time is rapidly declining. Vastly increased supplies of petroleum from America and from Russia, and competition among the companies in this country, have combined to bring dividends down, in some cases to zero, and in all cases have greatly diminished the profits of the past year.

The members of the National Association of Journalists are taking into consideration the promotion of a bill with the object of exempting journalists from serving on juries. The measure will have application to the whole country; but the necessity for it has become inconveniently apparent in London, where journalists engaged in parliamentary work at night have been summoned on juries.

M. de Lesseps has obtained a victory on the question of the Panama Canal locks. The great engineer has always insisted that they were unnecessary and that they would delay the passage of vessels, and this opinion has been confirmed by M. Bouquet de la Grye, the acknowledged highest authority on such questions. In a report to the Academy of Sciences on the subject he remarks that no difference of level can exist between the Atlantic and the Pacific, and that nature placed no locks in the Strait of Magellan. The movement of the tides, he holds, should be rather an advantage than otherwise in the Panama Canal, and the lock scheme should, therefore, be abandoned. The Academy have expressed their unanimous approval of the report.

A correspondent writing to *Nature* says:—"Some years ago you allowed me to describe the pretty doings of a pair of goldfinches, who, having built their nest on a bough overhanging a garden path, proceeded to make it more like the sky above, and therefore less visible from below, by hanging it round with wreaths of forget-me-nots. This year, in the same garden, some sparrows have shown equal ingenuity. They began a nest in a *Pyrus japonica* against the white house, whilst the tree was still almost bare of leaves. Not wishing for the noise and dirt so near the windows, I removed it, and they began another; again it was removed, and this time, though apparently little more than a flat beginning, it had eggs upon it. They tried again, and on removing it the third time I found that the birds were overlaying it on all sides with the flowers of some sweet Alyssum that was growing below; the intention being, evidently, to render it more like the background of white wall, and therefore less conspicuous."

The London correspondent of *Le Moniteur de la Photographie* writes to that journal that in the middle of the winter which has just elapsed a student made a lens of ice, with which he lit the pipes of some of the skaters on the Serpentine by means of solar rays, an experiment, he says, which was first performed in the Polar regions by Dr. Scoresby, to the great astonishment of the sailors, for they could not understand why the ice did not freeze the beams of the sun. We may remark that Professor Tyndall at times would set fire, at the Royal Institution, to a little heap of gunpowder with rays from the electric arc concentrated upon the powder by means of a lens of ice. His explanation was that, although ice absorbs rays of certain wave lengths, and is gradually melted thereby, other waves it does not absorb, and these latter produce the heating effect at the focus of the lens. It is wholly a question of the relative motions of the molecules of frozen water and the motions of the waves of light; when there is discord between the two, the discordant waves pass through the ice without absorption.

During last year rather less than ninety incinerations were performed at the crematory for New York, whereas the income from not less than 150 would be required to defray the annual outlay. The shareholders, however, are prepared to make good the deficiency by an assessment. The report of the Society explains that in addition to the religious scruples of various denominations, an unexpected obstacle has been encountered in the position take by the health authorities of New York city, who have refused to issue permits for incineration, on the ground that the laws of the State provide that all dead human remains shall be disposed of by interment. Such a radical change in the customs, tastes, and prejudices of a people could of course, hardly be expected to be effected in so short a space of time. Indeed, although we may venture to anticipate that the public will, as years go by, show more favour to this method of disposing of the dead, the habit of inhumation, sanctioned by centuries of usage, will probably never entirely disappear until the Legislature abolishes it. Such a course can necessarily only be possible in the far distant future.

Mr. A. Vizetelly has received from the Foreign Office an extract from a despatch from her Majesty's Agent and Consul-General in Egypt, giving the substance of the information brought from Khartoum by Padre Locatelli, an Italian priest, just arrived from that place. Christo Agha's account, which gave reason to hope that Mr. Frank Vizetelly might still be alive, is not confirmed. Sir E. Baring added:—"Padre Locatelli states very positively that, exclusive of some Greek merchants, many of whom are residing willingly at Khartoum, the following persons are detained there against their will: Slatin Bey, who is at Omdurman; Lupton Bey, who is employed making cartridges in the arsenal at Khartoum; four Italian sisters; two priests, one an Austrian and one an Italian; two other Italian laymen. M. Cuzzi is also residing at Berber, or in the neighbourhood of Berber. Klotz, Baron Seckendorff's servant, is also alive, but is not at Khartoum. He is supposed to be residing at Sennaar. Padre Locatelli spoke very positively as to there being no Englishmen alive at Khartoum except Lupton Bey. Under these circumstances, I fear that the accounts previously received about Mr. Vizetelly must by considered as incorrect."

COMMERCIAL INTELLIGENCE.

THURSDAY, 14th July.

EXPORT CARGOES.

Per steamship *City of Rio de Janeiro*, sailed on the 30th June:—For Yokohama—4,097 bags sugar, and 633 packages merchandise. For San Francisco—6,798 bags rice, 320 bags beans, 42 bags cocoa, 100 bags coffee, 141 bags black pepper, 17 cases silks, 40 cases nutmegs, 14 boxes prepared opium, 100 bales cinnamon, 500 bales hemp, 1,268 bales gunnies, 352 packages tea, 1,422 packages merchandise, and 6 boxes treasure, valued at $15,225. For Honolulu—78 packages merchandise. For Champerico—5 cases silks. For Panama—7,468 bags rice, 1,145 packages merchandise, and 3 cases silks. For Callao—8 cases silks, and 1 case merchandise. For Boston—2 rolls matting. For Washington—1 case silks. For Chicago—309 packages tea. For New York—334 packages tea, 46 cases silks, and 212 bales raw silk,

Per steamship *Gaelic*, sailed on the 12th July:—For Yokohama—2,529 packages merchandise, and 396 bags sugar. For San Francisco—8,065 bags rice, 110 bags beans, 80 bags sugar, 142 bags tapioca, 30 cases silks, 5 cases crude opium, 10 boxes prepared opium, 1,662 boxes oil, 793 rolls matting, 1,000 bales hemp, 659 bales gunnies, 165 slabs tin, 500 empty quicksilver flasks, 1,293 packages tea, and 4,204 packages merchandise. For La Union—4 cases silks. For La Libertad—3 cases silks, and 2 cases merchandise. For Honolulu—155 packages merchandise. For Panama—3,000 bags rice, 316 packages merchandise, and 1 case silks. For Chicago—48 packages tea. For New York—274 bales raw silk, 64 cases silks, and 11 rolls matting.

Per British ship *Tobique*, sailed on the 13th July:—For Hamburg—20,200 packages cassia, 430 rolls matting, 287 bales feathers, and 100 bales merchandise.

OPIUM.

Quotations are:—

New Malwa..............$525 per picul, allce. of ½ to 2 catties.
Old Malwa ....$550 per picul, allce. of 2 to 2½ catties.
Older Malwa ....$570 per picul, allce. of 1 catties.
Patna (New) ....$497½ to $500 per chest.
Benares (New) ...... 471½ to 472½ „ „

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ....3/1⅜ a 3/1½
Bank Bills, on demand 3/1½
Bank Bills, at 30 days' sight 3/1⅝
Bank Bills, at 4 months' sight 3/1⅞
Credits, at 4 months' sight 3/2
Documentary Bills, at 4 months' sight..........3/2⅛
ON PARIS.—
Bank Bills, on demand 3.94
Credits, at 4 months' sight 4.01
ON NEW YORK.—
Bank Bills, on demand..............75⅜
Credits, 60 days' sight 77
ON BOMBAY.—
Telegraphic Transfer 222½
Bank, on demand 223
ON CALCUTTA.—
Telegraphic Transfer 222½
Bank, on demand 223
ON SHANGHAI.—
Bank, at sight 72
Private, 30 days' sight 72¾

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—140 per cent. premium, sales.
Union Insurance Society of Canton, Limited—$83 per share.
China Traders' Insurance Company's Shares—$71 per share, sellers.
North China Insurance—Tls. 285 per share.
Yangtsze Insurance Association—Tls. 114 per share.
Chinese Insurance Company, Limited—$225 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$72½ per share.
Hongkong Fire Insurance Company's Shares—$420 per share, sales.
China Fire Insurance Company's Shares—$86 per share, buyers.
Straits Marine Insurance Company, Limited—$30 nom.
Straits Fire Insurance Company, Limited—$16 nom., sellers.
Hongkong and Whampoa Dock Company's Shares—84 per cent. prem., buyers.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$102.
Indo-China Steam Navigation Co.'s Shares—10 per cent. discount.
China and Manila Steamship Company, Limited—30 per cent. discount, nominal.
Douglas Steamship Company, Limited—$50 per share.
Hongkong Gas Company's Shares—$125 per share.
Hongkong Hotel Company's Shares—$190 per share.
China Sugar Refining Company, Limited—$136 per share, sellers.
Luzon Sugar Refining Company, Limited—$65 per share, nominal.
Hongkong Ice Company's Shares—$51 per share.
Hongkong and China Bakery Company, Limited—$110 per share.
Perak Tin Mining and Smelting Company—$20 per share.
Punjom and Sunghie Dua Samantan Mining Company, Limited—$15 per share fully paid up, sales and sellers.
Perak Sugar Cultivation Company—Tls. 18 per share.
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Chinese Imperial Loan of 1884 C—8 per cent. premium.
Chinese Imperial Loan, 1886 E—6½ per cent. premium.
Chinese Imperial Government 1885 Dollar Loan—1 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
July 1 th.

Barometer—9 A.M.	29.900
Barometer—1 P.M.	29.850
Barometer—4 P.M.	29.793
Thermometer—9 A.M.	87
Thermometer—1 P.M.	89
Thermometer—4 P.M.	88
Thermometer—9 A.M. (Wet bulb)	79
Thermometer—1 P.M. (Wet bulb)	79
Thermometer—4 P.M. (Wet bulb)	80
Thermometer—Maximum	89
Thermometer—Minimum (over night)	83

CHINA COAST METEOROLOGICAL REGISTER.

13th July, 1887, at 4 P.M.

STATION.	Barometer red. to 32° and sea level Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.76	80	91	NE	1	oq	1.04
Haiphong	29.82	88	73	E	1	c	—
Hongkong	29.80	88	66	—	0	c	—
Amoy	29.80	91	60	E	3	c	—
Foochow	29.77	95	65	SE	2	c	—
Shanghai	29.74	9[illegible]	69	SW	3	c	—
Nagasaki	29.95	—	—	SW	2	—	1.45
Wladivostok	29.77	81	—	SE	3	f	—

14th July, 1887, at 10 A.M.

STATION.	Barometer red. to 32° and sea level Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.90	83	81	NNE	1	c	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.84	84	63	—	0	b	—
Amoy	29.83	86	72	NE	2	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.74	88	84	WSW	1	c	—
Nagasaki	29.86	—	—	SW	2	—	—
Wladivostok	29.74	61	100	SE	3	f	—

The Barometer is falling in the South and gradients remain slight. The temperature is high, the humidity moderate, and the weather cloudy.

W. DOBERCK.
Hongkong Observatory, 14th July, 1887.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.80	29.84	29.74
Temperature	88	86	88
Humidity	66	63	61
Direction of wind	—	—	W.N.W.
Force of wind	0	0	1
Weather	c.	b.	c.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturature with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK,
Hongkong Observatory, 14th July, 1887.

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Hongkong, 1st January, 1886. 33

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Hongkong, 16th February 1887. [368

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Hongkong, 1st July, 1885. [1268

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Hongkong, 26th February, 1887. [433

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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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INTIMATIONS.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.0 A.M.	7.00 A.M.
8.00	8.30	7.30	8.00
8.50	9.30	9.00	10.15
9.40	*10.15	10.30	10.45
*10.30	12.30 P.M.	11.00	12.00 NOON.
12.45 P.M.	1.00	12.30 P.M.	1.15 P.M.
1.30	2.00	1.30	2.00
2.20	3.00	2.30	3.00
3.30	4.00	3.30	4.00
4.15	4.30	4.15	4.30
4.50	5.10	4.50	5.10
5.25	5.40	5.25	5.40
5.55	6.15	5.55	6.15
6.45	7.00	6.45	7.00
7.15		7.15	

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

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MAIL TABLES. MAIL TABLES.
1887 1887 1887

MAIL TABLES.

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Hongkong, January, 1867. [21

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FOR SWATOW.

THE Steamship
"NANSHAN,"
Captain J. Blackburne, will be despatched for the above Port TO-DAY, the 15th instant, FORENOON.
For Freight or Passage, apply to
HOP HING HONG.
Hongkong, 13th July, 1887. [1337

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
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Captain T. S. Gardner, will be despatched for the above Ports TO-DAY, the 15th instant, at NOON.
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Hongkong, 11th July, 1887. [1326

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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THE Steamship
"CATTERTHUN,"
Captain Darke, will be despatched for the above Ports TO-DAY, the 15th inst., at TWO P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 7th July, 1887. [1308

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA).
THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for the above places TO-DAY, the 15th July, at FOUR P.M.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 2nd July, 1887. [1

FOR YOKOHAMA AND KOBE.

THE Steamship
"POLYHYMNIA,"
Captain W. Schaefer, will be despatched for the above Ports TO-MORROW, the 16th inst., at THREE P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 12th July, 1887. [1334

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"MENELAUS,"
Captain Nelson, will be despatched as above TO-MORROW, the 16th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th July, 1887. [1210

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.

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THE Steamship
"LYDIA,"
Captain J. Vass, will be despatched for the above Ports on SUNDAY, the 17th instant, at NINE A.M.
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SIEMSSEN & Co.,
Agents
Hongkong, 7th July, 1887. [1310

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship
"CARDIGANSHIRE,"
will be despatched for the above Ports on the 18th instant.
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Hongkong, 12th July, 1887. [1331

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

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"GLENGYLE,"
Captain Gasson, will be despatched as above on TUESDAY, the 19th instant, at Noon.
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JARDINE, MATHESON & Co.,
Agents.
Hongkong, 13th July, 1887. [1342

THE "BEN" LINE OF STEAMERS.

FOR LONDON.

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"BENGLOE,"
Captain Farquhar, will be despatched as above on or about the 20th instant.
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Hongkong, 7th July, 1887. [1304

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"OOPACK."
J. C. Jaques, Commander, will be despatched as above on or about the 20th instant.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 2nd July, 1887. [1277

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Steamer
"AVA,"
Commandant Vimont, will leave for the above Port shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 13th July, 1887. [2

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,
PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS,
MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 21st July, at Noon, the Company's Steamship "OXUS," Commandant Guirand, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 20th July, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 9th July, 1887. [2

FOR LONDON.

THE Steamship
"ABERDEEN,"
Barclay, Commander, will be despatched for the above Port on THURSDAY, the 21st inst.
This Steamer has Splendid Cabin Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th July, 1887. [1309

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"SWATOW."
Capt. Warren, will be despatched as above on FRIDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th July, 1887. [1343

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF NEW YORK," will be despatched for San Francisco, viâ Yokohama, on SATURDAY, the 23rd July, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to port in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare: if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 1s July, 1887. [3

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

FOR KOBE AND YOKOHAMA.

THE Company's Steamer
"TANAIS,"
Captain Lugan, will leave for the above Ports shortly after the arrival of the Mail steamer from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 13th July, 1887. [2

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"BENJAMIN SEWALL,"
S. R. Ulmer, Master, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 7th July, 1887. [1306

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Ship
"PACTOLUS,"
Barnham, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 18th June, 1887. [1193

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"GRANITE STATE,"
Ross, Master, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 7th July, 1887. [1305

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 4th August, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %. from Return Fare: if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 13th July, 1887. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, TRIESTE,
BRINDISI, GENOA, ANTWERP,
BREMEN, AND HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 4th day of August, 1887, at FOUR P.M., the Company's Steamship "PREUSSEN," Captain C. Pohle, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 3rd August, 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 11th July, 1887. [7

FOR LONDON.

THE A I British Ship
"JOHN NICHOLSON,"
Caslon, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 11th June, 1887. [115

FOR NEW YORK.

THE 3/3 L I I. British Barque
"ANTOINETTE,"
Captain Bunge, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.
Hongkong, 2nd June, 1887. 109

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark
"AMARANTH."
Captain Morisse, shortly expected here, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 2nd July, 1887. [1276

FOR HAVRE AND LONDON.

THE 100 A I British Ship
"NARCISSUS,"
Duncan, Master, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 22nd April, 1887. [829

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALBANY, Brit. str., Porter.—Adamson, Bell & Co.
CATTERTHUN, Brit. str., Darke.—Russell & Co.
JAPAN, Brit. str., Gardner.—David Sassoon, Sons & Co.
MOSSER, Brit. str., Titzck.—Russell & Co.
PACTOLUS, Amr. sh., Burnham.—Russell & Co.
WACHUSETT, Amr. sh., Oakland.—Pustau & Co.

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DAILY PRESS Office, Wyndham Street,
KELLY & WALSH, Queen's Road.
W. BREWER, Queen's Road.
Hongkong 28th April, 1885.

MAILS EXPECTED.

THE AUSTRALIAN MAIL.

—The E. & A. steamer *Tannadice*, left Port Darwin on the 6th, and is due here on the 16th instant.

THE FRENCH MAIL.

The M. M. steamer *Ava*, with the French mail of the 17th June, left Singapore on the 13th, and may be expected here on or about the 20th instant. This packet brings replies to letters despatched on the 5th May.

STEAMERS EXPECTED.

The Shire Line steamer *Cardiganshire* left Singapore on the 10th, and is due here on the 16th instant.

The O. S. S. Co.'s steamer *Prometheus* left Singapore on the afternoon of the 13th, and is due here on the 19th instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed, (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1887, revised to date will be found in the *Daily Press* Directory, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Straits and Calcutta.—Per *Japan*, to-day, the 15th inst., at 11.30 A.M.
For Swatow, Amoy, and Taiwanfoo.—Per *Thales*, to-day, the 15th inst., at 11.30 A.M.
For Swatow.—Per *Nanshan*, to-day, the 15th inst., at 11.30 A.M.
For Swatow and Amoy.—Per *Namkiang*, to-day, the 15th inst., at Noon.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Catterthun*, to-day, the 15th inst., at 1.30 P.M.
For Chefoo and Newchwang.—Per *Fero*, to-day, the 15th inst., at 3.30 P.M.
For Nagasaki, Kobe, and Yokohama.—Per *Teheran*, to-day, the 15th inst., at 3.30 P.M.
For Yokohama and Kobe.—Per *Polyhymnia*, to-morrow, the 16th inst., at 2.30 P.M.
For Singapore.—Per *Lydia*, on Sunday, the 17th inst., at 8.30 A.M.
For Haifong.—Per *Frejr*, on Sunday, the 17th inst., at 9.00 A.M.
For Kobe and Yokohama.—Per *Travancore*, on Thursday, the 21st inst., at 3.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Oxus* will be despatched on THURSDAY, the 21st inst., with Mails to the United Kingdom, Europe and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (*via* Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of New York* will be despatched on SATURDAY, the 23rd inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.
2.30 P.M., Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH AND GERMAN MAILS.

Day before Departure.

5 P.M., Money Order Office closes. German Mail 4 A.M. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M.: Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents
Post Cards, each	3 Cents
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents
Registration	10 Cents
Do. with return receipt	15 Cents

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 cents.

PARCEL POST TO THE CONTINENT OF EUROPE BY GERMAN PACKET.

Sealed parcels not exceeding 11 lbs. in weight nor 2 feet in length, breadth, or depth, may now be forwarded to the Continent of Europe by the four weekly direct German Packets *via* Bremerhaven at the rates stated below. For the present this route only is available by means of these packets, but parcels may be forwarded to certain countries fortnightly *via* London as heretofore.

A receipt will be given for each parcel. Parcels must be marked *By German Packet*.

Each parcel must be sealed in such a way as to render it impossible that it should be opened without detection. The sender must supply a declaration of the nature, value, and net weight of the contents, and of the gross weight of the parcel. The printed form for this declaration can be obtained at the Post Office. The parcel must not contain any letter, any article prohibited by Customs rules, lottery tickets, vines, parts of vines, liquids (unless securely packed) or dangerous or offensive goods, nor must the package be of a fragile nature.

A small charge, not exceeding six cents, may be made for Custom House purposes on the delivery of the parcel. Except Customs dues, this is the only charge the addressee will have to pay.

Parcels must be posted before 3 P.M. on the *working day next before* the departure of the German Packet.

POSTAGE ON EACH PARCEL
(Irrespective of weight, up to 11 lbs.)

For Germany	$1.10	For France „ Holland „ Switzerland	$1.30
„ Luxemburg	$1.20	„ Spain	$1.40
„ Austro-Hungary „ Belgium „ Denmark	$1.20	„ Sweden and Norway	$1.50

For Portugal (Continental)......$1.50.

EXTRACTS.

AN AMERICAN LADY.

In the New World maturity is reached much earlier than in the Old. A girl of fourteen captivates the hearts of men, and is as fascinating to them as one of twenty here. At seventeen she is a finished coquette. The New York lady of fashion commences the day much like the Parisienne, only instead of chocolate she has coffee and "crackers" (biscuits) in bed. She does not take much interest in the newspapers, but languidly turns over the piles of correspondence of all descriptions which await her perusal, and selects the most interesting. A picture of her at this moment would be most charming; a small, oval, *spirituelle* face, large luminous eyes, and well-marked eyebrows, clear complexion, and intelligent mobile mouth, giving you at once the idea that here is a being capable of understanding most things, and of taking her part in the world's work. Her hair, too, *coiffee a la Directoire,* hardly tossed or tumbled, and her pretty pink silk night wrapper, are as carefully considered by her as if she were going to receive her friends in that guise. The American lady loves to have all her surroundings beautiful, and she takes great pride in wearing elegant under-clothing of all descriptions sometimes of pink, pale blue, or maize-coloured silk, trimmed with Valenciennes or fine torchon lace, and sometimes of the finest and softest linen, merely tucked and gathered, but always elegant, and always of the newest design. A notable fact about these morning costumes is that they are composed of silk, satin, or velvet, or a mixture thereof, elaborately trimmed, and, in fact, equivalent to the afternoon costumes of British ladies.—*Lady's World.*

A CURIOUS COURTSHIP.

Gil Blas relates an amusing story of a birth and of the marriage in high life in Paris. The happy father, a marquis, is 70 years of age, while his wife is some thirty-five years younger. The child is the result of a marriage of ten years. In connection with the birth notice, this paper gives a little history of the incidents which led to the marriage of the pair. The marchioness is English. She was a teacher in one of the private schools of Paris. She believed in English flogging, and occasionally punished her pupils with a whip. One patron of the school was a coachman of the Marquis in question. Both of his children were refractory, and were punished. The coachman resented this assumption of authority by the teacher, and warned her never to punish the children again. The teacher persisted in her course, and soon afterward had occasion to give one of the Coachman's children another flogging. A day or so afterward the teacher was passing the palace of the marquis when the coachman came out, seized her and drew her into the courtyard of the house, and then and there proceeded to administer to her an old fashioned spanking in retaliation for her punishing his children. The marquis came along when the coachman was in the midst of his castigation. The marquis was very indignant, and presently rescued the unhappy lady from her undignified position. The acquaintance made by the marquis with this lady, under such ridiculous circumstances led directly into an intimacy and marriage, and the coachman's spanking resulted in giving a poor English school teacher one of the leading positions in Parisian society.

BLASPHEMY IN THE 18TH CENTURY.

The recent conviction for the crime of blasphemy in a court in New Jersey recalls the last notable case of legal punishment for blasphemy which took place in France in 1766, in the town of Abbeville, in Picardy, upon a young gentleman of nineteen years, the Chevalier de la Barre. The conviction and punishment were awarded and inflicted by the regular judicial tribunal in the course of its usual jurisdiction, and not at all by any ecclesiastical authorities. Young la Barre was nephew of one Abbess of Abbeville. He was an orphan grandson of a deceased Lieutenant-General of France, whom she had adopted and educated. It was when he was on his way through the public street to visit his aunt with two companions that they committed the indiscretion of hurrying past a religious procession without removing their hats. His companions were young D'Etallonde, of his own age, and young Moniel, aged fourteen. It was raining at the time, and the boys were running for shelter. They were not arrested for this, but their misconduct appears in the record to have subsequently furnished one of the charges on which La Barre was tortured and executed.

Just afterward, some slight scratch or defacement was found on a religious emblem, standing in a public place in Abbeville. This was charged upon La Barre, but as there was no evidence whatever produced to connect him with it, it is safe to presume that it was not the reason for his judicial murder. The third against the boys was their utterance of language disrespectful to the truths of revealed religion, with more or less publicity; the fourth was their singing of blasphemous soldiers' songs, and also an indecent ode written by the poet Piron, who at that very time, by-the-by, was in the enjoyment of a pension from the reigning king of France. There was still a fifth charge, upon which, however, no evidence was given.

La Barre and Moniel were arrested by the officers of the law and thrown into prison on charges of blasphemy. D'Etallonde, whose wealthy relatives got wind of his danger, was smuggled by them out of the kingdom and lived the rest of his life in exile in Prussia. The examinations of the two prisoners took place, in accordance with the process of French criminal law, in their prison cells, before MM. Sancourt and Broutel, as Judges of the First Instance. The minutes of the interrogations and replies are extant, which show that the boys, threatened with torture, were frightened into confessions to the judges. After each day's examination they were separately locked up in dark underground dungeons. The trial thus proceeded for several months. The boys seem to have pretty much admitted the loose talk and nasty ways, but they denied any knowledge of the damage done to the sacred emblem, and they excused their disrespect to the procession by insisting that they were not nearer than fifty paces to it when it passed them. The two judges acquitted Moniel, on account of his youth, considering him misled by the example of his seniors. But they convicted La Barre, and passed upon him one of the most awful sentences in all the long and bloody record of judicial tyranny. It was ordered that La Barre be first subjected to the torture ordinary and extraordinary. His legs were wedged tightly between boards, and iron plates were then driven with mallets between the bones and the boards, by which the bones of the legs were painfully crushed. Having been brought back to consciousness after this torture, it was then ordered that his blasphemous tongue be seized by a grappling-iron and pulled out by the roots. Next, that he be carried to the door of the church, where his right hand was chopped off at the wrist. Finally he was dragged to the gallows and hung up to its cross-beam by chains, and roasted to death over a slow fire. The Paris Parliament affirmed this judgment, and the blasphemer suffered accordingly. His fellow-culprit, D'Etallonde, was condemned to the same punishment as an absentee, but he remained away under the protection of the King of Prussia.

Voltaire seized instantly upon the opportunity to thunder once more against the use of judicial torture and against cruel executions. His appeals roused all France and were responded to by public opinion. But the French King refused to consider petitions asking a revision or reversal of the judgment, and so matters remained until the Revolution came, when a decree was adopted by the National Convention which reversed the record of the sentence, restored to the heirs of the convicts their property which had been confiscated to the crown, and directed that any deficiency found should be made good out of the Treasury of the Republic.—*New York Leader.*

THE INDICTMENT OF THE EUCALYPTUS.

Some years ago the eucalyptus or gum tree of Australia was introduced in this state (California). The fame of the wonders which it wrought in malarial districts had preceded it. It has in none of the properties originally claimed for it disappointed its sponsors. It grows with astonishing rapidity and by sending out multitudinous roots quickly dries the soil where it is planted. It rises to a great height, has thick foliage and is probably the best wind break that we have. Set out in thick rows against the usual or prevailing atmospheric currents, it will largely modify climatic conditions. But nothing is more strange about it than the tenacity with which it clings to life. Strip it of its bark and it will, in a short time, repair the damage, and flourish as if nothing had happened. Cut it off ten feet from the ground, when it has attained a diameter of a foot, leaving nothing standing but a wooden pillar, and it will, in a month or two at the proper season, send forth shoots and crown itself with new and thicker branches.

But it has at the same time developed predatory qualities which are bringing it into a great deal of trouble. The search that it makes for water exhibits almost animal intelligence. Nothing else can live in its vicinity if moisture be scarce. A citizen who delighted in his flower garden conceived the notion that eucalyptus would furnish an agreeable shade on its borders. He set them out and they shot up in the usual rapid way. But his flowers began to fade. He resorted to manuring, which, however, only imparted to them a fitful sort of life. It was only in time that it was discovered that it was the strange tree from the Southern Hemisphere that was absorbing all the life-giving properties of the soil. Since its predatory habits have become more generally known all sort of expedients have been employed to restrain it. Upon roads where the eucalypti have been planted for shade it is customary to lay down a line of manure on the inner side, where a vineyard is laid off, to tempt these trees to go no farther and prevent them robbing the tender vines beyond of their proper nutriment.

In further illustration of its habits it may be stated that there is a case of a man who planted gum trees around a cesspool. He had previously been troubled with an overflow of water, there being no channel by which it could be carried off. When the trees began to grow and branch out the water wholly disappeared. There was no evidence that it remained stationary for any length of time. The supposition was that it had worked for itself some subterranean passage. In time, however, the real secret was disclosed. The gum trees, for some reason or other, were cut down, and then the water trouble at once made its appearance again. The evidence was complete that they had been absorbing all the fluid. Instances are given in which something bordering on intelligence is exhibited in the operation of this tree. It is narrated that a man dug a well twenty-five feet from a eucalyptus tree, lined it with cement and placed over it a substantial cover. The water was carried to the house from the well in a wooden pipe. In that wooden pipe there was a knot hole. In time the well began to give out. The water, too, was acquiring a strange taste. Explorations developed the fact that its bottom had been filled up with masses of eucalyptus roots. The tree had run a root straight for the knot-hole, twenty-five feet off, and by that method gained the well itself.

In a certain sense this tree is, therefore, getting into bad repute. It is charged with other and greater offenses. It is said that it will find a hole as fine as that made by a cambric needle in the joinings of a pipe-sewer and in time fill it up. This charge reposes upon no more secure foundation than the experience of some persons who discovered interference of that nature in their house drains. As a consequence an order has gone forth in some of the smaller towns for the destruction of the eucalyptus on the line of sewers. The woodman's ax has been resounding in Alameda, Berkeley, and elsewhere for some time past, and many of these strange trees have been laid low. There are cases, too, of an interference with the rights of property in a somewhat puzzling manner. Thus it is stated that the roots of one of these trees planted in an adjoining yard ran across a man's property and kept on loosening the bricks of the foundation wall upon which his house stands. It is reported that he invoked natural right instead of the law for his relief, and bored holes in the trees over night in which he injected some corrosive poison for their destruction. His true remedy would have been to sink a trench on his own side of the land and cut off the roots. One would suppose that a like course should have been pursued in relation to the sewers.

These facts make out on the face a rather bad case for the eucalyptus. We can't have it in the neighbourhood of flower gardens, for it exhausts the soil for its own benefit. It will not do as a shade-tree on the public highways in the vicinity of vineyards, for if it is not curbed by a line of manure it will rob the tender vine. Furthermore, it is not suitable for streets, for it is alleged that it makes sad havoc with the sewers. This cuts off the best places for the eucalyptus. If it is not to be allowed in the roads, or the streets, or on private lands, there are not many locations left for it. But for all that there are many valuable qualities in the tree. It is noticed in some places where it has been cut down that the wind begins to whistle significantly in the old familiar way and the dust to rise. There are many so-called thermal belts, in explanation of which fanciful theories are advanced, that are directly traceable to the long, tall lines of the tree that appears to be falling into disfavour. The important service which it renders in the drying of damp soils cannot be called in question. There are hints from the nature of some of its habits, which have been incontestably proved, of the manner in which it can be used to promote hygiene in special cases. A blind, unreasoning onslaught upon it is much to be deprecated. There is a little speculation of one kind or another in it. There always is behind every movement that is not thoroughly reasoned out. Surely there must be some means by which the predatory tendencies of this valuable tree can be curbed, without exterminating it. The shade and shelter which it furnishes should not be lightly thrown away.—*S. F. Bulletin.*

THE BEARD.

When men first took to trimming the beard and altering its shape from the natural growth is not recorded, says a writer in the Atlanta *Constitution.* Probably the time is well nigh as remote as the changing of garments made from the skins of animals for those of manufactured stuffs. Certain it is that so far back as history tells of the doings of mankind in all ages and countries the trimming of the beard and the care of the hair have been a matter of attention. Each epoch has had various fashions of wearing the beard, mustache and hair.

The wearing of mustaches without whiskers has become so general that a full, handsome beard is now regarded as a distinguished possession. Since mustaches gained the ascendency they have been at once the ambition of youth and the glory of manhood. Scrupulously has all the hair been scraped from chin and cheek and sedulously a heavy growth cultivated on the upper lip. Nostrums of many kinds have been patented and advertised to aid in this endeavour.

The ancient Gauls and Britons shaved their beards close to the chin, and wore immense tangled mustaches, which sometimes reached to their breasts. Among the Gauls noble and distinguished persons shaved their cheeks slightly, but allowed their whiskers to grow to great length. More cultivated nations regarded the wearing of hair upon the face as a mark of savagery and vulgarity. Strabo and Diodorus Siculus each comment upon the wild and uncouth appearance of the hairy-faced Gauls.

Before the Roman invasion the Britons were all bearded men, the Druidic priests especially always being represented with heavy whiskers. During the 300 years of the Roman rule the Britons generally adopted the dress and customs of their conquerors. Engravings in antique collections show none but smooth-shaven faces during this time.

After the advent of the barbaric Saxon, who had not enjoyed the advantages of Roman subjugation, nor had the example of cultured Roman life before his eyes, the evidences of civilization became somewhat obscured. In imitation of the stalwart race that set up its kingdom in Kent, untidy, straggling beards again appeared. It was not long before the shrewd Saxons had so far mastered the first principle of civilization—cleanliness—that they began to take excellent care of their whiskers. Dignitaries parted their beards in the middle, training them to grow in two long points. Ecclesiastics wore short-clipped round beards. Up to the period when the Danes gained a foothold in England many of the Britons adhered strictly to the Roman-acquired habit of shaven faces. King Canute turned the tide in favour of the beard, as he wore one round and close cropped. Like other gentlemen of fashion of that day, his hair hung in profusion on his shoulders. The pride of the elegant male exquisite then was his long tresses. He rivaled the feminine beauties in his care of them, giving two or three hours each day to his frizzes and curls.

The fashion of beards held on pretty well up to the days of Lancaster and York. Then fashion took a whirl. During the reign of the Tudors shaving became general. A few old conservatives who, like some of the present time, never adopt an idea until it has fulfilled its mission and is ready to leave the country, persistently retained their whiskers. These were eventually resolved into very short cuts or an imperial and mustache. Valiant knights made themselves look warlike with fierce mustaches.

The "forked beard" was much worn by the elderly men at one time, and is occasionally seen at the present day. Various absurd styles have been in vogue from time to time, and in modified form have reached us.

Edward II. ridiculed by his enemies for foppery, set the fashion of wearing curled beards, which is occasionally followed by those who have fine, silky whiskers. His imitators can sympathize with his downfall when they know that he lost this prized possession through the cruel order of a keeper, who, not satisfied with depriving him of it, shaved him with icy water from a ditch.

"It would be a brave man, in fact," said an Oakwood boulevard gentleman, who has a heavy brown beard of the Edward II. style, "who would not burst into tears, as did the unfortunate King, at the ordeal of being shaved with cold ditch water."

Henry VIII. again brought beards into prominence, and they were considered important during Elizabeth's reign. Each class of the community trimmed the whiskers after a fashion indicative of their pursuits. The churchman wore a long beard and mustache that flowed on his breast and was known as the "cathedral beard." The beard of the soldier was the "spade beard" and the "stiletto beard." These beards were so named from their fancied resemblance to those weapons. The first was square in shape, while the other was very similar to the imperial of the present time. Shakespeare, in *Henry V.* speaks of "a beard of the General's cut."

And old ballad in *Le Prince d'Amour* reads:—

Now, of beards there be
Such a companie.
  Of fashions such a throng,
That it is very hard
To treat of the beard,
  Though it be ne'er so long.

The soldier's beard
Doth match in this herd
  In figure like a spade,
With which he will make
His enemies quake
  To think their grave is made.

The stiletto beard—
Oh, it makes me afeared,
  It is so sharp beneath,
For he that doth place
A dagger in his face
  What wears he in his sheath?

The round, full beard was also a common fashion with military men, and is the most frequent style now seen. It has never lost favour, for of all modes it causes the least trouble to trim and dress.

Long beards are often arranged in spiral lines, and the fashion, modified like all others is still retained. With this style of beard the mustache is usually carefully trimmed and disposed on each side of the mouth so as not to interfere with it.

The modern mustache, overhanging the mouth, becoming freighted with liquids and food, is sometimes an unseemly spectacle. The two tufts worn on the chin are no longer seen, unless elongated. The fringe of hair surrounding the face and retreating out of sight under the neck-band is distinctly the one fashion to which America can lay claim. It was adopted by Horace Greeley, and is occasionally beheld in remote rural sections.

Mustaches turned up over the cheeks in three locks on each side were once greatly admired. They were kept in place by the use of some sort of bygone bandoline similar to that used by modern maidens to prepare their bangs against the straightening inroads of the heated season. Men of the present are so rejoiceful to get one good-sized lock on each side that they have no room to be envious of their ancestors who sported three.

Not less than thirty-eight styles of beards have obtained recognition in England. Each has been known by a name significant of its shape. There were the French, Spanish, Dutch, Italian and Christ's cut. The latter was sometimes termed the "Holland cheese cut." One style was called the inamorata and was indicative of amiability. There was the "hammer cut," the "Roman T" and "tile beard," to which Hudibras refers. The Russian and Turkish fashions were never very popular. A hideous fashion known as the "screw beard," consisting of a great lock on the chin twisted into the shape of a screw, has happily not descended to posterity.

SHIPPING IN THE CHINA WATERS.

SHIPPING IN THE HARBOUR.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Activ	July 14	Revsbeck	Dan. str	355	Arnhold, Karberg & Co	
Albany	July 11	Ed Porter	Brit. str	1480	Adamson, Bell & Co	
Antenor	July 14	Grier	Brit. str	1645	Butterfield & Swire	Shanghai
Batavia	June 28	J. Price	Brit. str	1557	Adamson, Bell & Co	
Carisbrooke	July 14	B. Cars	Brit. str	973	Morris & Ray	
Catterthun	June 27	J. W. Darke	Brit. str	1406	Russell & Co	Australia
Ching-wo	July 11	Machugh	Brit. str	1556	Arnhold, Karberg & Co	
City of N. York	July 12	Searle	Amr. str	1512	P. M. S. S. Co	S. Francisco
Clara	June 21	Christensen	Ger. str	667	Wieler & Co	
Crusader	Nov. 19	Rowin	Brit. str	648	Arnhold, Karberg & Co	
Fatshan	June 15	S. W. Goggin	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Fero	July 7	Hansen	Ger. str	838	Siemssen & Co	
Fidelio	July 11	H. Brock	Ger. str	852	Wieler & Co	
Haiphong	July 12	Ashton	Brit. str	1122	Douglas Lapraik & Co	
Haitan	July 12	Hunter	Brit. str	1282	Douglas Lapraik & Co	
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	A. H. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Macao
Japan	July 9	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Kiukiang	—	G. B. Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Laju	July 2	C. Mann	Brit. str	1246	Russell & Co	Shanghai
Lombardy	June 30	Brookes	Brit. str	1726	P. & O. S. N. Co	
Lydia	July 13	T. Voss	Ger. str	1170	Siemssen & Co	Hamburg
Moray	July 12	Duncan	Brit. str	1428	Adamson, Bell & Co	
Mosser	July 10	Titzck	Brit. str	1323	Russell & Co	
Namkiang	July 13	McKechnie	Brit. str	909	Chinese	
Nanshan	July 12	Blackburn	Brit. str	805	Hop Hing Hong	Swatow
Pasig	—	—	Brit. str	234	Chinese	
Phra C. Klao	July 8	Watton	Brit. str	1012	Yuen Fat Hong	
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Polyhymnia	July 11	W. Schafer	Ger. str	1053	Siemssen & Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Teheran	July 11	Seymour	Brit. str	1684	P. & O. S. N. Co	
Thales	July 8	F. D. Goddard	Brit. str	820	Douglas Lapraik & Co	Taiwanfoo
Travancore	June 10	J. Logan	Brit. str	1149	Russell & Co	
Tritos	July 13	Bleicken	Ger. str	1406	Siemssen & Co	
Tsinan	July 9	W. Allison	Brit. str	1459	Butterfield & Swire	
Wah yeung	—	Y. Witt	Brit. str	312	Shing Kee	Canton
Wellingdorf	July 11	Schulck	Brit. str	652	Butterfield & Swire	
White Cloud	—	W. E. Clarke	Brit. str	652	H. C. & M. Steamboat Co	Canton
Yorkshire	July 11	Arnold	Brit. str	1425	Adamson, Bell & Co	
SAILING VESSELS.						
Allie Rowe	June 9	Phillips	Hali. bg	—	Order	
Antoinette	May 2	E. Th. Bunje	Brit. bk	881	Siemssen & Co	New York
Anton Gunther	Feb. 24	Steinbrugge	Ger. bk	441	Melchers & Co	
Batjan	June 16	Roch	Dut. sch	87	Order	
Carin	Apl. 30	Leupsloders	Swd. bk	472	Melchers & Co	
Chelmsford	July 6	C. F. Collins	Brit. bk	381	Ed. Schellhass & Co	
Colombo	June 10	Griff	Chi. bk	636	Order	
Diamond City	July 10	F. Sass	Siam. bk	261	Yuen Fat Hong	
E. J. Spence	June 10	J. R. Gill	Brit. bk	519	Gonsalves & Co	S. Francisco
Elsa	July 9	E. Schwartz	Ger. bg	274	Wieler & Co	
Erlkonig	July 9	Brahn	Ger. bk	450	Chinese	
Golden Fleece	Feb. 14	Dermam	Br. yacht	120	Master	
Hattie N. Bangs	July 11	E. Bangs	Amr. bkn	342	Gonsalves & Co	
Johann Adolph	July 9	E. Wiese	Ger. sch	310	Turner & Co	
Marianne	July 6	E. Viallu	Fr. bk	469	Remedios & Co	
Matilda	July 1	—	Amr. bk	819	Chinese	
Meridian	June 25	Reynolds	Siam. sch	294	Chinese	
Mount Lebanon	May 20	C. H. Nelson	Amr. bk	510	Gonsalves & Co	Honolulu
Narcissus	July 3	A. Duncan	Brit. sh	1279	Carlowitz & Co	
Pactolus	June 17	Barnham	Amr. sh	1144	Pustau & Co	S. Francisco
Sonntag	May 25	Haskell	Amr. bk	976	Pustau & Co	New York
Wachusett	May	C. Oakland	Amr. sh	1519	Pustau & Co	New York
Wan. Minstrel	Apl. 14	Wright	Brit. sch	[illegible]	Order	

SHIPPING IN CHINA WATERS.

MACAO.						
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	
Kiung-chow	—	E. Gaine	Brit. str	288	H. C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	
WHAMPOA.						
Anna Bertha	July 6	H. Krause	Ger. bk	469	Siemssen & Co	
Centaur	July 9	Christiansen	Ger. bk	486	Wieler & Co	
Fushun	July 13	Croad	Chi. str	1533	C. M. S. N. Co	
Kutsang	July 13	Jackson	Brit. str	1425	Jardine, Matheson & Co	
Leesang	July 12	Sawer	Brit. str	1092	Jardine, Matheson & Co	
Vigilant	—	—	Chi. str	—	Chinese	
CANTON.						
Ch'ron Kamrye	—	Krag	Siam. bk	419	Chinese	
Falcon	—	Jorgenson	Siam. bk	355	Chinese	
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	
SWATOW.						
In Port on 20th June, 1887.						
Soochow		Harris	Brit. str	999	Butterfield & Swire	Shanghai
AMOY.						
In Port on 8th July, 1887.						
Bythia	July 4	Weiss	Ger. bk	333	H. A. Petersen & Co	
Christian	July 4	M. Grams	Ger. sch	250	H. A. Petersen & Co	
Claro Babuyan	July 4	Wm. Browe	Brit. bk	375	Pasedag & Co	
Francisca	July 4	Gontard	Ger. bk	368	H. A. Petersen & Co	
Galveston	July 4	H. Stunkel	Ger. bk	619	Pasedag & Co	
J'anna Kremer	July 3	Eggers	Ger. sch	280	Pasedag & Co	
L'Avvenire	July 4	C. Rogers	Brit. sch	351	H. A. Petersen & Co	
Louise	July 4	C. Helm	Ger. sch	[illegible]	H. A. Petersen & Co	
Omega	July 5	A. V. Frowe	Brit. bk	480	Boyd & Co	
Oscar Mooyer	June 19	C. P. Rysen	Ger. bk	360	H. A. Petersen & Co	
Therese	July 5	W. N. Moller	Ger. bk	391	H. A. Petersen & Co	
FOOCHOW.						
In Port on 25th June, 1887.						
STEAMERS.						
Changsha	June 13	Williams	Brit. str	1463	Butterfield & Swire	
Guthrie	June 2	S. G. Green	Brit. str	2200	Russell & Co	
Kaisow	June 11	Thomson	Brit. str	1934	Purdon & Co	
Patroclus	June 2	Thompson	Brit. str	1386	Butterfield & Swire	
Pembrokeshire	June 2	Williams	Brit. str	1716	Adamson, Bell & Co	
Sikh	June 9	A. Scotland	Brit. str	1508	Gibb, Livingston & Co	
Woosung	June 10	Vardin	Brit. str	1109	Butterfield & Swire	
Taku	June 12	Peter	Brit. str	608	Jardine, Matheson & Co	
Way-lee	June 16	Ray	Chi. str	404	Master	
SAILING VESSELS.						
Anglo-Indian	June 15	Reither	Brit. bk	414	Chinese	
Emillie	June 16	Torp	Nor. bk	[illegible]	Arsenal	
Hedvig	June 15	Calwell	Brit. bk	375	Chinese	
John Potts	June 16	Cargil	Brit. bk	574	Chinese	
SHANGHAI.						
In Port on 9th July, 1887.						
STEAMERS (EXCLUSIVE OF RIVER CRAFT)						
Amoy	July 4	R. Kobler	Brit. str	814	Siemssen & Co	
Bayley	July 5	Child	Brit. str	1699	Russell & Co	
Chelydra	June 3	H. Peace	Brit. str	1574	Gibb, Livingston & Co	
C'marthenshire	June 7	Courtney	Brit. str	[illegible]	Adamson, Bell & Co	
Denbighshire	July 3	Dreyer	Brit. str	1662	Adamson, Bell & Co	
Glenavon	June 27	A. J. Jacobs	Brit. str	[illegible]	Jardine, Matheson & Co	
Glencoe	June 15	W. J. Geake	Brit. str	1909	Jardine, Matheson & Co	
Glenfruin	June 19	Norman	Brit. str	1935	Jardine, Matheson & Co	
Hae Chang	Oct. 27	Danielsen	Chi. str	925	C. M. S. N. Co	
Hever	June 30	Dethlefsen	Ger. str	988	Siemssen & Co	
Ingeborg	—	Kleffel	Brit. str	487	Russell & Co	
Kiang-foo	July 5	Chang	Chi. str	1468	C. M. S. N. Co	
Kung Wo	—	—	Brit. str	600	Jardine, Matheson & Co	
Ngankin	July 7	Perks	Brit. str	1922	Butterfield & Swire	
Oopack	June 21	J. C. Jaques	Brit. str	1729	Alfred Dent & Co	
Oxus	June 26	Guirand	Fr. str	3675	Messageries Maritimes	
Pautah	July 6	Lancaster	Chi. str	870	C. M. S. N. Co	
Hae-shin	July 7	Warwick	Chi. str	716	C. M. S. N. Co	
Ravenna	June 18	A. B. Daniell	Brit. str	2045	P. & O. S. N. Co	
Sin Nanzing	July [illegible]	Waddilove	Brit. str	714	Jardine, Matheson & Co	
Store Nordiske	June 23	Funnson	Dan. str	595	G. N. Telegraph Co	
Swatow	July 7	Warren	Brit. str	704	Butterfield & Swire	
Y-ling	July 7	Holmes	Brit. str	131	A. J. Little	
SAILING VESSELS.						
Batavia	June 22	Nelssen	Brit. bk	357	Nils Moller	
Breeze	July 4	Vincent	Am. yacht	22	Master	
Fau'h Balaugh	June 14	Schulz	Brit. sch	244	Morris & Co	
Granite State	June 20	Ross	Amr. sh	1264	Master	
Infatigable	July 8	Hack	Nor. bk	843	Siemssen & Co	
John Nicholson	June [illegible]	Quine	Brit. bk	585	Jardine, Matheson & Co	
Kelverdale	June 27	Donald	Brit. bk	1191	C. & J. Trading Co	
[illegible]aria	June 14	Molson	Brit. bk	798	Master	
Sea Swallow	June 19	Mather	Brit. bk	932	Lewis & Hopkins	
Siam	July 3	Lange	Siam. bk	295	Master	
Walls Castle	June 6	Kenneth	Brit. bk	626	Gibb, Livingston & Co	
Wm. H. Connor	June 22	Nickols	Amr. sh	1424	Arnhold, Karberg & Co	
Wyvern	July 5	Brotherton	Brit. bk	1108	Jardine, Matheson & Co	

SHIPPING IN JAPANESE WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
NAGASAKI.						
In Port on 6th, July, 1887.						
STEAMERS.						
Norden	July 2	Nielsen	Nor. str	1387	M. B. Kaishia	
Wismar	July 4	Gornitzke	Ger. str	556	A. Drewell	
SAILING VESSELS.						
Atago-maru	May 13	—	Jap. hulk	1640	Nippon Yusen Kaishia	
Kozaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	
KOBE.						
In Port on 4th July, 1887.						
STEAMERS.						
Omi-maru	July 3	Swain	Jap. str	1512	Nippon Yusen Kaishia	
Takasago-maru	July 2	Brown	Jap. str	168	Nippon Yusen Kaisha	
SAILING VESSELS.						
Antoinette	May 2[illegible]	Ferguson	Brit. sh	1113	H. Lucas & Co	
Condor	June 19	Mockler	Brit. bk	976	C. & J. Trading Co	
Ellen A. Read	May 31	Hatfield	Brit. sh	[illegible]	Fearon, Low & Co	
Guy C. Goss	June 1	Doane	Amr. sh	1424	Smith, Baker & Co	
YOKOHAMA.						
In Port on 5th July, 1887.						
STEAMERS.						
Afghan	July 2	G. Roy	Brit. str	1438	Adamson, Bell & Co	
Benlarig	June 26	Clark	Brit. str	1482	M., Heimann & Co	
Claymore	July 2	Gulland	Brit. str	165	Smith, Baker & Co	
Haskow	June 30	McKenzie	Brit. str	2332	Adamson, Bell & Co	
Lord of the Isles	June 28	Felgate	Brit. str	1586	Samuel, Samuel & Co	
Meiji-maru	June 2	Allen	Jap. str	1027	Lighthouse Department	
Niigata-maru	July 2	Drummond	Jap. str	1095	Nippon Yusen Kaishia	
Partridge	June 8	Stavers	Brit. str	254	Samuel, Samuel & Co	
Tanais	June 30	Lugan	Fr. str	1149	Messageries Maritimes	
Yamashiro M.	July 3	Mahlmann	Jap. str	1512	Nippon Yusen Kaishia	
Yokohama M.	July 1	Haswell	Jap. str	1298	Nippon Yusen Kaishia	
SAILING VESSELS.						
A. G. Ropes	June 11	Rivers	Amr. sh	2160	M., Heimann & Co	
B'man B. Law	June 13	Abbott	Brit. bk	[illegible]	Smith, Baker & Co	
Donalera	June 17	McRae	Brit. sch	279	Soo [illegible]	
Hilaria	June 6	Dick	Brit. sh	[illegible]	C. & J. Trading Co	
McNear	June 24	Larrabee	Amr. sh	1245	C. & J. Trading Co	

SHIPPING IN SOUTHERN PORTS.

MANILA.						
In Port on 8th July, 1887.						
STEAMERS.						
Esmeralda	July 6	Taylor	Brit. str	[illegible]	Peele, Hubbell & Co	
Isla de Luzon	July 1	Gerardo	Span. str	2580	Comp. Gen. de Tabacos	
Mereddio	July 4	D. Young	Brit. str	917	W. F. Stevenson & Co	
Salvadora	July 8	Lecea	Span. str	688	J. Reyes	
San Ignacio	May 6	Riquer	Span. str	2289	Compania General	
Strathairly	June 6	Boughton	Brit. str	[illegible]	Smith, Bell & Co	
Visayas	July 7	J. de Ajubita	Span. str	[illegible]	B. G. Tan-Auco	
SAILING VESSELS.						
Abyssinia	July 1	Halten	B[illegible] bk	1126	Order	
Anamba	June 6	Welch	B[illegible] bk	[illegible]	W. F. Stevenson & Co	
Clan Robertson	May 20	Wilson	Brit. sh	[illegible]	Smith, Bell & Co	
Earl Granville	Apl. 18	[illegible]	Brit. sh	1193	W. F. Stevenson & Co	
Eildonhope	Jan. 16	Garrick	Brit. bk	[illegible]	W. F. Stevenson & Co	
Eugenie	July 4	Foley	Brit. bk	690	Ker & Co	
H. L. Libby	July 5	Richardson	Brit. bk	590	Smith, Bell & Co	
Jas. A. Wright	Apl. 25	Baker	Amr. bk	[illegible]	Order	
Jas. G. Bain	May 20	Muckles	Brit. bk	[illegible]	Order	
Kepler	Feb. [illegible]	Oothen	Ger. bk	785	W. F. Stevenson & Co	
L. Schepp	June 6	Gotes	Amr. bk	1776	W. F. Stevenson & Co	
Manuel	Mar. 2	Estibal	Span. bk	991	J. Reyes	
Monarch	July 5	Corfiels	Brit. bk	1187	Ker & Co	
Ringleader	June 22	Entwistle	Amr. sh	1145	W. F. Stevenson & Co	
Sachem	May 2	Bartell	Amr. sh	[illegible]	Order	
Yu Quebec	July 2	Caron	Brit. bk	580	F. Murray	
BANGKOK.						
In Port on 25th June, 1887.						
SAILING VESSELS.						
Advance	—	—	Siam. bk	336	Poh Sing [illegible]	
Caroline	Nov. 2	Kock	Siam. sch	339	Chinese	
Ch'on Wattana	Nov. 1	Ulrick	Siam. bk	650	Low Mah Teng	
Doretta	Dec. 11	Reynolds	Siam. bg	[illegible]	Sin Hock Sing	
Foochow	Nov. 22	Meyer	Siam. bg	300	Low Mah Teng	
Fortune	May 7	Sanstrom	Siam. bk	447	Poh Wat [illegible]	
Goliah	—	—	Siam. bk	542	Poh S[illegible]n	
Hermann	—	Tronlsen	Ger. bk	440	R. Gotte	
His Chong	May 5	Martin	Brit. bk	320	Tan Hok Poh	
Queen of E'land	May 6	Spencer	Siam. bg	[illegible]	Poh Chin Sae	
Sibi[illegible]n	Apl. 14	F. Torp	Ger. bk	505	Winsor, Clarke & Co	

VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.

(Per last Mail's Advice.)

Haydn Brown	Hongkong	June 3
Theodor Ruger	Hongkong via Havre	June 4
S. A. Mead	Cebu	June 4
Palinurus	Shanghai, &c.	June 6
Breconshire	Yokohama, &c.	June 6
Haroldine	Hongkong	June 8
Catalina	Manila	June 9

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Clan Mackenzie	Cardiff	May 19
Promethus	Glasgow	May 28
Orient	Stettin	May 29
Cardiganshire	London	May 31
Glenroy	London	June 8

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Alacrity	d.-s. steel despatch boat	6	3180	Com. R. B. Maconochie	Hongkong
Audacious	double-screw iron frigate	14	4830	Capt. R. H. Harris	Yokohama
Calliope	corvette	16	4020	Captain H. C. Kane	Hongkong
Cockchafer	gunboat	4	470	Lieut.-Com. Boteler	Canton
Constance	corvette	14	2590	—	Yokohama
Cordelia	corvette	10	[illegible]	Captain H. C. Boys	Hongkong
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Hakodate
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Singapore
Firebrand	composite gunboat	4	460	Lieut.-Com. Dickson	Shanghai
Heroine	corvette	8	1170	Captain C. J. Balfour	Yokohama
Leander	cruiser	10	5000	Capt. Martin J. Dunlop	Yokohama
Linnet	gunboat	5	1050	Com. W. H. Marrack	Cruising
Merlin	composite gunboat	4	[illegible]	Lt.-Com. W. M. Maturin	Hakodate
Orion	armour-plated ship	4	4040	Captain T. H. Royse	Singapore
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	Cruising
Sapphire	corvette	12	2360	Captain R. G. Kinahan	Hakodate
Satellite	corvette	8	1400	Capt. A. H. Alington	Yokohama
Solent	torpedo mining launch	—	—	—	Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Yokohama
Tweed	double-screw gun-vessel	3	310	In reserve	Hongkong
V. Emanuel.	receiving ship	20	—	Commodore Morant	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Yokohama
Wivern	turret ironclad	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Brooklyn	American frigate	14	1203	Capt. F. O. Matthews	Yokohama
Essex	American corvette	6	—	Captain T. F. Jewell	Yokohama
Marion	American corvette	—	—	Com. M. Miller	Nagasaki
Monocacy	American gunboat	6	750	Com. Henry Glass	Yokohama
Omaha	American corvette	12	—	Captain T. O. Selfridge	Nagasaki
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Yokohama
Aspic	French gunboat	4	—	Captain Rupé	Japan
Chasseur	French gunboat	—	—	Captain Le Gorrec	Haiphong
Comète	French gunboat	—	—	Captain Noirot	Haiphong
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Tourane
Primauguet	French corvette	17	550	Captain Veron	Hakodate
Turenne	French frigate	—	—	Captain Dupuis	Hakodate
Vipère	French gunboat	4	[illegible]	Com. L. B. G. Marolles	Hakodate
Nautilus	German gunboat	4	1600	Commander von Hoven	Cruising
Wolf	German gunboat	2	310	Captain Jaeschke	Shanghai
Aurora	Austrian cruiser	—	—	Captain Franz Muller	Yokohama
Rapido	Italian cruiser	5	1220	Captain F. Grevalt	Yokohama
Rio Lima	Portuguese gunboat	4	[illegible]	Captain R. d'Andrade	Shanghai
Tamega	Portuguese gunboat	5	590	Capt. Gouveia	Macao
Abreck	Russian gunboat	7	300	Captain Schanz	Vladivostock
Dimitri Donskoi	Russian frigate	23	—	Captain Sourydloff	Yokohama
Yermak	Russian transport	4	80	Captain Koltchan	Vladivostock
Morge	Russian gunboat	7	80	Commander Moltsoff	Korea
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Rynda	Russian corvette	10	—	Commander Avellan	Yokohama
Sievooch	Russian cruiser	13	—	Captain Surief	Vladivostock
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Vestnik	Russian corvette	—	—	Captain Lang	Yokohama
Vitiaz	Russian corvette	12	—	Commander Makaroff	Yokohama
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock
Aragon	Spanish cruiser	14	2600	Capt. D. E. Zulnaga	Manila

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